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Christchurch City Council DIAMOND JUBILEE



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Foreword

By His Worship the Mayor of Christchurch, Rev. J. K. Archer.

We are celebrating, not the Diamond Jubilee of the foundation of our City; but that of the acquisition by our citizens of our present system of self-government. For most of us this is part of the heritage into which we were born. Like our ancestors, a few of us paid for it a great price.

During the period under review some things have been done which ought to have been left undone, and some have been left undone which ought to have been done; but on the whole the record is one of progress.

Under God the future is in our own hands. Primarily it is in the hands of the young people. Sacrifice, service, and the subordination of self-interest to the common good will make it the noonday, of which the past was the dawn, and the present is the early morning.

J. K. Archer.

Jubilee Ode.

She fears no ageing, never grays ;
To-days are young as yesterdays ;
Our city shows to us in truth
The blossomings of perpetual youth ;
As year by year its gift bestows
Her loveliness more lovely grows :
Add we a little to her gleams
Then pass and mingle in her dreams.

Alas, how few remain
Of that young pilgrim band
Who came—their hearts how fain !
To this new promised land.
Like those who sleep, and these,
May our hearts too aspire
To set in friendliest seas,
A Land of heart's desire

May all her future lie with heaven
Unbroken by alarm
As lies in peace her loveliness
In Avon's gentle arm ;
And seeing heaven's free bounty given
In that transfiguring past,
We pray God still may guard and bless
Her burgenioing till the last.

—Johannes C. Anderson.

3

Diamond Jubilee of Canterbury.

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of Canterbury we recommend the use of our
FAMOUS BRAND of*

“K.D.C.” BUTTER

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is essential to the Health and Happiness
of the Family.

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L. HANSEN, Managing Director.



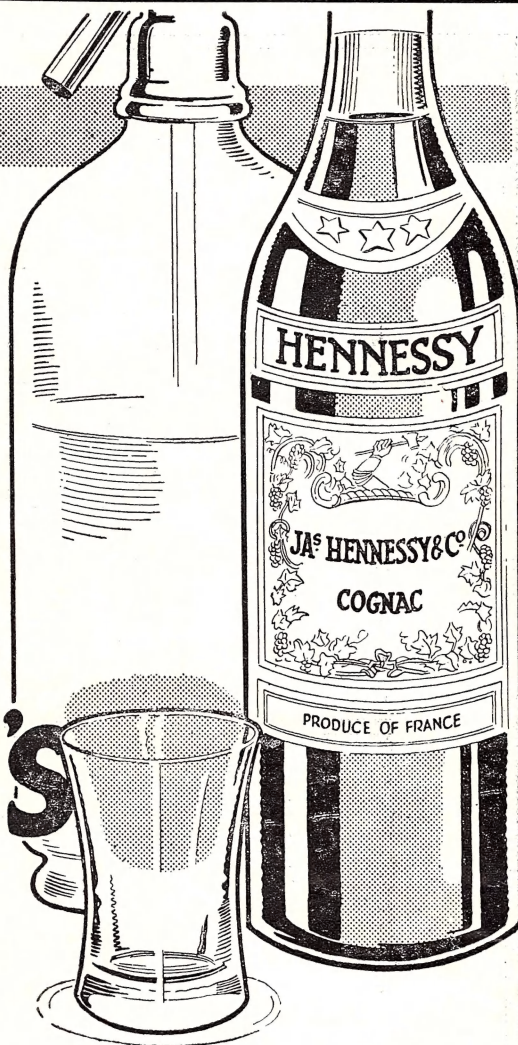
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DIAMOND JUBILEE



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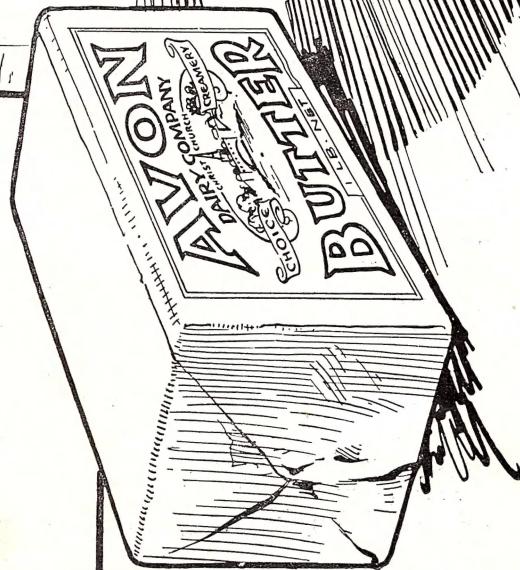
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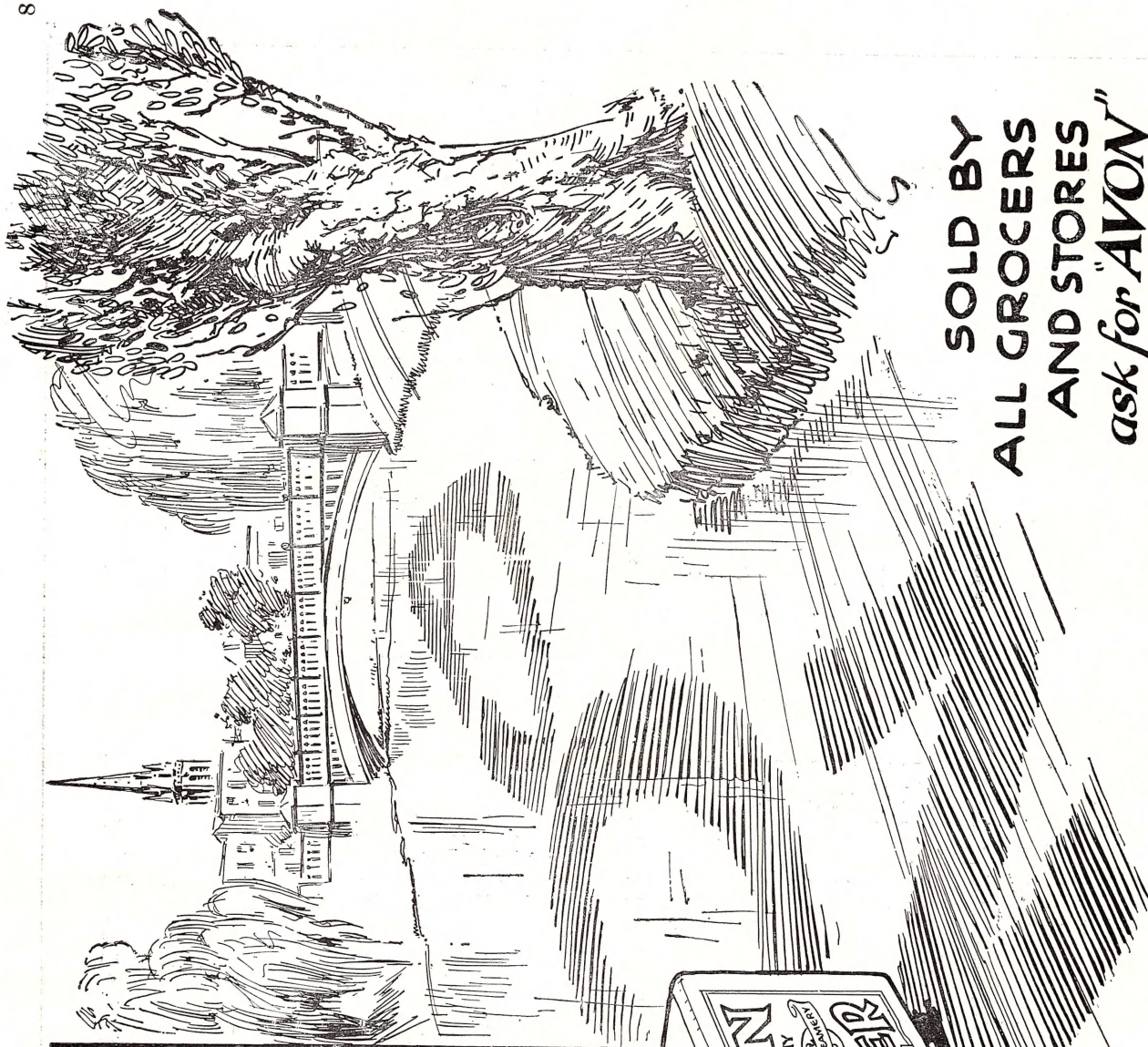
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Christchurch Diamond Jubilee Celebrations

May 26th to 29th, 1928.

Programme.

SATURDAY, MAY 26th.

12 noon.—Civic Reception to Visitors. City Council Chambers.

2 p.m.—Motor Drive for Cabinet Ministers, visiting Mayors and representatives of Local Bodies.

SPECIAL FOOTBALL MATCHES

Rugby

2.45 p.m.—Linwood v. High School Old Boys—Lancaster Park.

Association

2.45 p.m.—Nomads v. Thistle—English Park.

League

2.45 p.m.—Sydenham v. Addington—Monica Park.

2.45 p.m.—**HOCKEY** Canterbury v. Nelson—South Hagley Park.

2.30 p.m.—Children's Fancy Dress Ball—The Winter Gardens. (For children under 10 years of age.)

8 p.m.—Band Concert and Community Singing in Victoria Square—Derry's Band. Mr. E. C. Derry, Conductor.

City streets specially flagged and illuminated.

SUNDAY, MAY 27th.

8 a.m. to 11 a.m.—Services in all Churches (appropriate Sermons).

1 p.m.—Jubilee Dinner at The Jubilee Old People's Home, Woolston. Speeches from prominent visitors.

3 p.m.—Civic Service, Christchurch Cathedral. A procession consisting of His Worship the Mayor, City Councillors, Members of Cabinet, visiting Mayors and representatives of Local Bodies will assemble at the Council Chambers at 2.40 p.m. and proceed to the Cathedral. (West door entrance).

6.30 p.m.—Church Services.

8.15 p.m.—Sacred Concert. Municipal Concert Hall.

MONDAY, MAY 28th (JUBILEE DAY)—Public Holiday.

10 a.m.—Laying of Foundation Stone of Jubilee Memorial Art Gallery by R. E. McDougall, Esq., at the Botanic Gardens.

11.15 a.m.—Planting of Jubilee Memorial Trees by prominent visitors, Botanic Gardens.

12 noon.—Official Luncheon to Members of Cabinet, Party Leaders, visiting Mayors and representatives of Local Bodies.

1.30 p.m.—Ringing of Cathedral Bells symbolising completion of sixty years' progress, and commencement of

GRAND PROCESSION THROUGH CITY

Eight Bands, Decorated Cars and Bicycles, Tradesmen's Displays, Organisations, Students, Tableaux, visiting Mayors take part.

3 p.m.—Spectacular Game of Living Chess, Lancaster Park, under the direction of Mr. W. Joyce.

4.30 p.m.—High Tea for Pioneers who arrived by First Eight Ships. City Council Social Room. Speeches from prominent visitors.

8.30 p.m.—Official Jubilee Dance, The Winter Gardens, 8.30 p.m. to 1 a.m.

8 p.m.—Grand Military Tattoo and Special Jubilee Fireworks Display, Show Grounds, Addington.

PROGRAMME (continued)**TUESDAY, MARCH 29th (CHILDREN'S DAY)—School Holiday.**

- 1.30 p.m.—Schools' Procession through Main Streets of City carrying Banners and Flags. Four Bands.
 2 p.m.—United Children's Display, Cranmer Square. Under the direction of Mr. G. A. Webb. Bands in attendance.
 7.30 p.m.—Children's Fancy Dress Ball. The Winter Gardens. For Children over 10 years of age.
 8 p.m.—Grand Jubilee Revue. Municipal Concert Hall. The Special Jubilee Ode will be sung at this entertainment.
 10.30 p.m.—Ringling of Bells and Singing of "Auld Lang Syne."
 SPECIAL RAILWAY ARRANGEMENTS HAVE BEEN MADE FOR COUNTRY VISITORS. FOR PARTICULARS SEE RAILWAY ADVERTISEMENTS.

ORDER OF PROCESSION.**1st SECTION**

- 1.—Municipal Band.
- 2.—Canterbury Pioneers.
- 3.—Chess Club Display.
- 4.—Derry's Band.
- 5.—Defence Troops (Mounted, Territorials, Cadets, Artillery).
- 6.—Fire Brigades—Old and New.

2nd SECTION

- 7.—Woolston Tanneries Display.
- 8.—W. D. & H. O. Wills' Display.
- 9.—Cambrian Society.
- 10.—Sanitarium Health Food Co.
- 11.—National Electrical Co.'s Display.
- 12.—Advertising Club.
- 13.—Canterbury Manufacturers' Association.
- 14.—White Star Brewery.

3rd SECTION

- 15.—Scottish Society's Band.
- 16.—Charles Buckett's Gymnasium Girls.
- 17.—Bakers' and Pastrycooks' Display.
- 18.—Vacuum Blue Ladder Co.'s Display.
- 19.—Technical College.
- 20.—A. S. Paterson & Co.
- 21.—N. G. Livingstone's Rough Riders.

4th SECTION

- 22.—Todd Motors.
- 23.—Maoris in Native Costume.
- 24.—H. G. Ell's Coaches.
- 25.—Rink Taxis.
- 26.—John Burns Ltd.
- 27.—Blackwell Motors.
- 28.—Dominion Motors.
- 29.—J. M. Heywood & Co. Ltd.

5th SECTION

- 30.—New Zealand Athletic Cycling Union.
- 31.—Hope Gibbons Douglas Motor Bicycle.
- 32.—Salvation Army Band.
- 33.—Boy Scouts.
- 34.—A. J. White Ltd.
- 35.—Wright & Co.

6th SECTION

- 36.—Vacuum Oil Co.
- 37.—P. G. Clemens.
- 38.—Home Economics Association.
- 39.—Nugget Polish Co.
- 40.—Cadbury's Ltd.
- 41.—Ancient Order of Druids.
- 42.—F. G. Unwin & Sons.

7th SECTION

- 43.—Hayward Bros.
- 44.—R.S.A.
- 45.—Caledonian Pipe Band.
- 46.—Canterbury Frozen Meat Co.
- 47.—Christchurch Gas Co.
- 48.—Inglis Bros.
- 49.—Pioneer Sports Club.

8th SECTION

- 50.—British Imperial Oil Co.
- 51.—Y.W.C.A.
- 52.—Municipal Electricity Department.
- 53.—Archbold Bros.
- 54.—Woolston Band.
- 55.—Ancient Order of Forresters.

9th SECTION

- 56.—T. J. Edmonds.
- 57.—Canterbury College Students.
- 58.—Cyclone Fence Co.
- 59.—Maddren Bros.
- 60.—Manx Society.
- 61.—Perfection Ice Cream.
- 62.—W.C.T.U.

10th SECTION

- 63.—Kaiapoi Woollen Co. (59)
- 64.—"Sun" Newspapers.
- 65.—Y.M.C.A.
- 66.—Fuller Brush Co.
- 67.—Cercle Francaise.
- 68.—Crompton's.
- 69.—Hibernians.
- 70.—C. Begg & Co.

11th SECTION

- 71.—Lyttelton Marine Band.
- 72.—Lyttelton Display.
- 73.—J. T. Norton.
- 74.—Navy League.
- 75.—Empire Express Co.
- 76.—M.U.I.O.O.
- 77.—Aulsebrook & Co.

12th SECTION

- 78.—British Sailors' Society, Lyttelton.
- 79.—Salvation Army Band, Lyttelton.
- 80.—Kiwi Dairy Co.
- 81.—Muldon's Boxing School.
- 82.—Hoover's Display.
- 83.—Jeyes' Fluid.

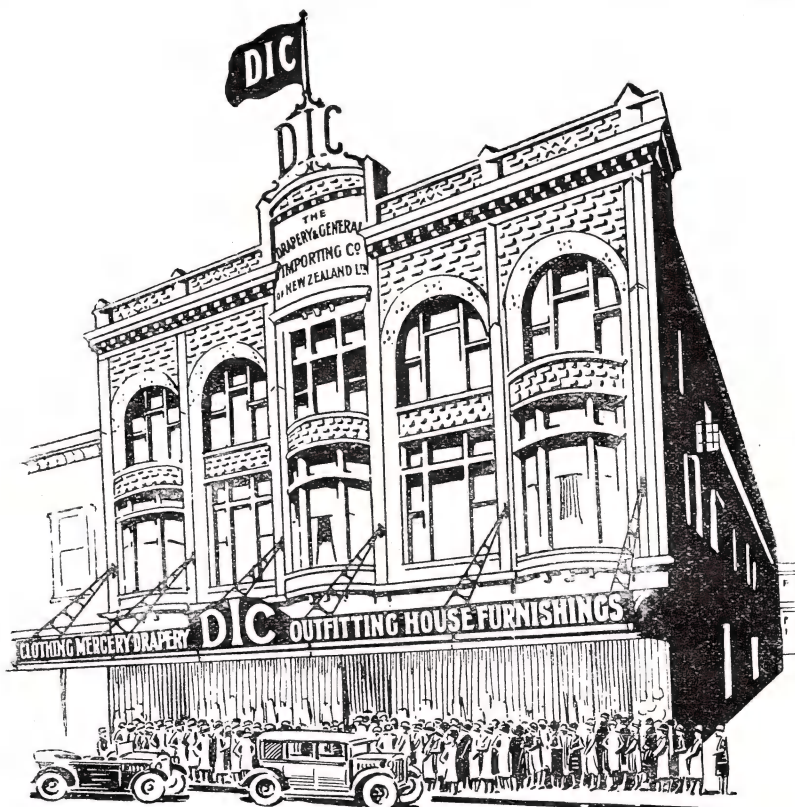
His Worship the Mayor of Christchurch.
 Members of the Christchurch City Council.
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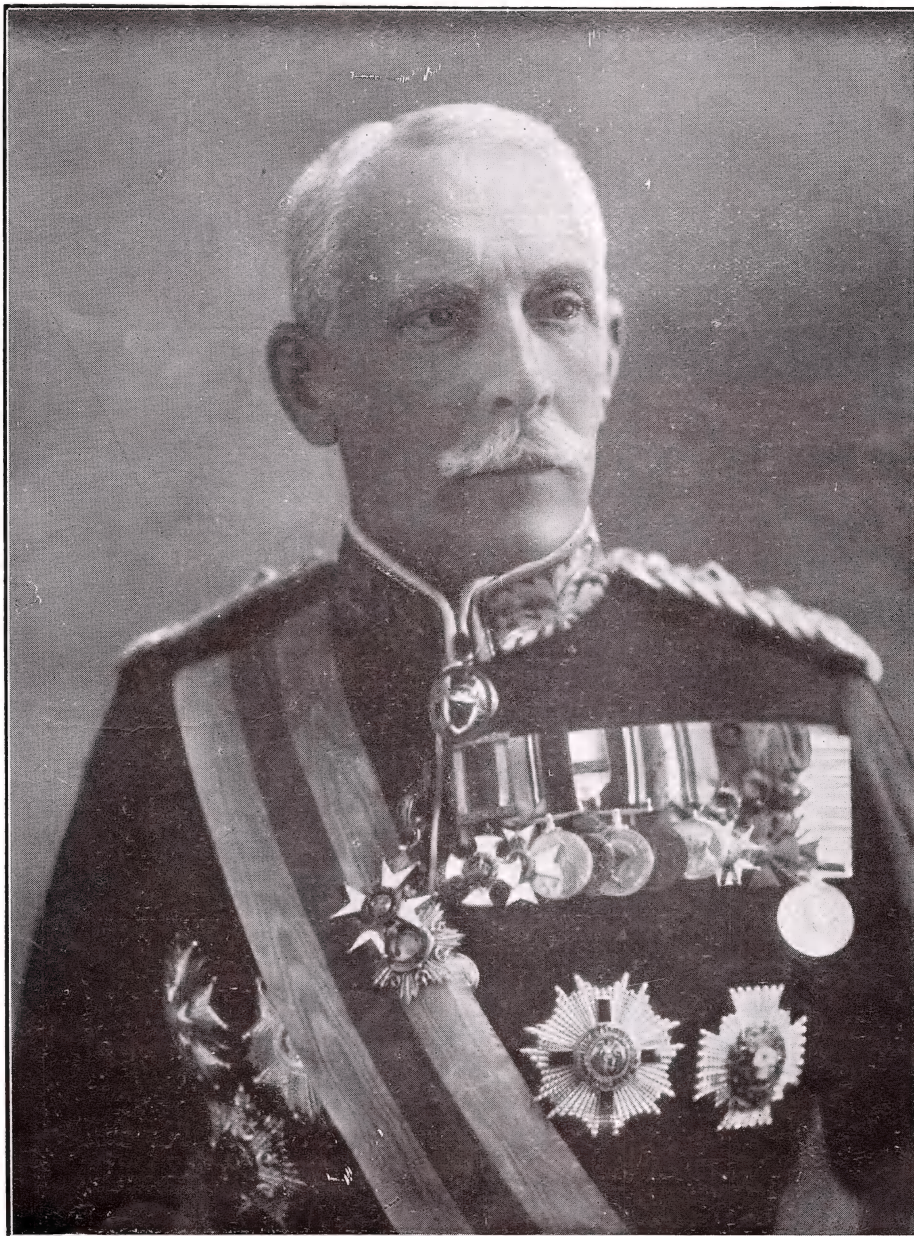
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1884



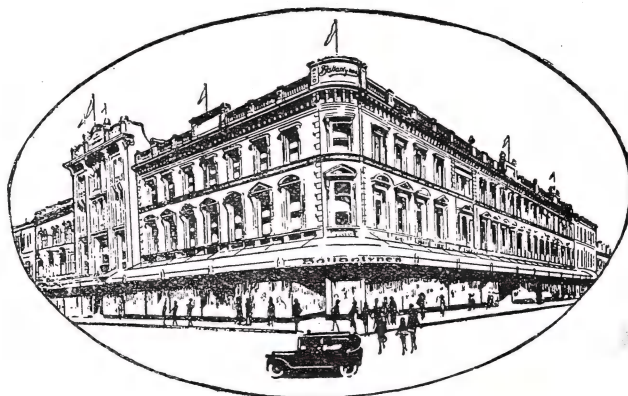
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Governor-General and Commander-in-Chief of the Dominion of New Zealand.



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Cr. J. W. BEANLAND



Cr. A. W. BEAVEN



Cr. T. H. BUTTERFIELD



Cr. C. L. CARR



REV. J. K. ARCHER (Mayor).



Cr. F. R. COOKE



Cr. E. R. McCOMBS



Cr. A. E. HERBERT



Cr. G. R. HUNTER

Cr. D. G. SULLIVAN, M.P.
(Deputy Mayor)

Cr. M. E. LYONS



Cr. R. M. MACFARLANE



Cr. G. MANNING



Cr. J. W. ROBERTS



Cr. P. W. SHARPE

CHRISTCHURCH CITY COUNCIL 1928



The earliest Photograph of the Port of Christchurch. Lyttelton in 1862.

(Kindly lent by Lyttelton Harbour Board.)

1868 *Sixty Years of Progress.* 1928

To anyone who takes his stand to-day at the tramway terminus on the Cashmere Hills and looks north, east and west upon the panorama of a great modern city that is spread before him, it will appear very like a miracle that all this has been accomplished by a comparatively small number of people within a period that practically coincides with the lifetime of a man.

Yet such is the bare fact. Seventy-eight years ago, could the onlooker have stood upon the same spot and gazed over the same extent of country, he would have seen tussock and fern and scrub, flax and toi-toi, swamp and sandhill and fertile level land, but of town or city there would have been, literally, no vestige or trace. The land then was as it had been for, perhaps, thousands of years previously, and puny man had left no mark upon it, if one excepts the few poor scratchings of the native cultivations. What a change was to take place within the next three-quarters of a century!

Probably, to a great many of the present inhabitants of Christchurch, the story of the beginning and the growth of their city will be almost like news, but it is a tale that all should know and, in these pages, an effort has been made to tell it in connection with the Diamond Jubilee of the Borough of Christchurch and its City Council, a body which has guided the destinies and dealt with the administration of the capital of the Province of Canterbury for the past sixty years.

The foundation of the city of Christchurch was due, in the first place, to an idea which emanated from the fertile brain of Edward Gibbon Wakefield. Mr Wakefield was an enthusiast on questions of colonisation and he was the leading spirit in the formation of the New Zealand Land Company—afterwards known as the New Zealand Company—a body which was incorporated in 1839 with the object of acquiring land from the Maoris, and establishing thereon colonies of British settlers in selected parts of New Zealand. In May, 1839, Colonel William Wakefield, the Company's Agent, sailed from England in the ship "Tory" for Port Nicholson—as Wellington was then called—to found the first settlement. By 1841, this object had been accomplished and Wakefield looked about him for a site for a second settlement. His agents visited Port Cooper (Lyttelton), and reported favourably upon

it and its hinterland, but Lieutenant Governor Hobson vetoed this scheme, and, ultimately, Nelson was selected as the site of the Company's second settlement.

In the New Zealand Company's annual report, dated 21st August, 1843, a reference is made to two other proposed settlements. The first, a Scottish project, was described as "The New Edinburgh Colony," and the second referred to a plan which



JOHN ROBERT GODLEY

ultimately led to the colonisation of Canterbury and the foundation of the city of Christchurch. The Company's energies were first devoted to the Scottish scheme, the site of Dunedin being selected in April, 1844, and it was not until 1847 that the proposal to form a Church of England settlement in some other part of New Zealand began to assume a concrete form. Late in November 1847, Mr Wakefield got into touch with an Irishman named John Robert Godley, and explained his ideas, and the latter threw himself heart and soul into the project, being justly honoured as the real founder of Canterbury. In January, 1848, Godley was elected a director of the New Zealand Company, which, by the way, was in rather a precarious financial position at this time, and he was soon busily engaged in get-

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And one pound of "Amber Tips" makes as many cups as a pound and a half of ordinary common tea.

SAVE THE COUPONS

ting together an influential committee, with Lord Lyttelton as chairman, for the new "Canterbury Association," which was actually incorporated by Royal charter on 13th November, 1849. In March, the scheme, entitled "The Plan of the Association for Forming the Settlement of Canterbury, in New Zealand," first appeared in printed form, and among the numerous details divulged was one stating that "1000 acres were to be selected and reserved for the capital city," with not more than 1000 acres of "suburban" land adjoining it. The lines of the principal streets and squares of the capital city were to be marked out, proper reserves earmarked for public purposes and the balance divided up into quarter-acre sections. The suburban area was to be divided into ten-acre blocks, and the prices fixed were £25 for the quarter-acre city sections and £150 for the ten-acre suburban blocks, prices which would hardly coincide with owners' values nowadays!

Captain Joseph Thomas was selected as the Agent and Chief Surveyor for the Association, though nominally in the employ of the New Zealand Company, and he sailed for New Zealand to select a site for the settlement in July, 1848. To begin with, the Ruamahanga Valley, in the Wairarapa, had been favourably spoken of as a site for the Canterbury settlement, and also a location in the Manawatu district, but Captain Thomas eventually fixed upon Port Cooper and its hinterland as being the most desirable spot. It is quite probable that he was influenced, to some extent, by a report written by William and John Deans, of Riccarton, which gave a lucid account of the district and its possibilities, but whatever it was that guided the Captain's action, his selection was approved by the Governor, Sir George Grey, and the Bishop of New Zealand, Selwyn, which definitely settled the matter.

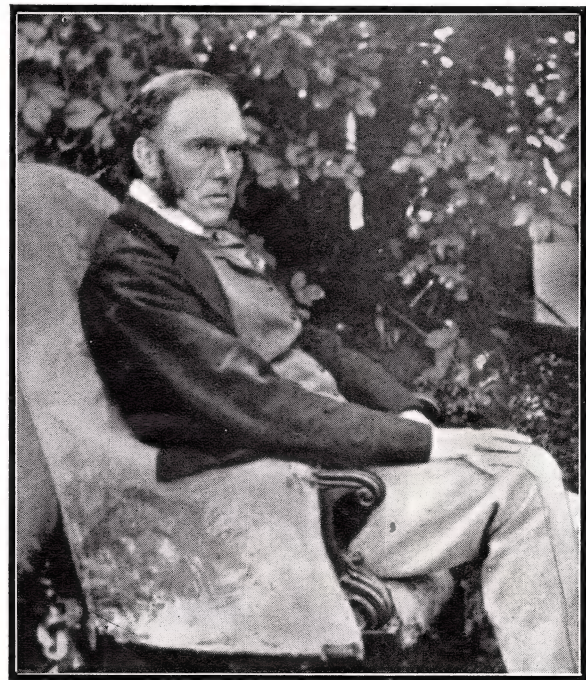
That the choice was a wise one has been amply proved during the seventy-eight years of the settlement's existence. For one thing, there was an enormous area of good flat country practically ready for the plough and for depasturing sheep and cattle upon, and for another, there was no Native Question—that terrible handicap to rapid and peaceful settlement in the North Island—to trouble intending settlers. The frightful massacres of South Island natives that had occurred, when the war-parties from the north had descended upon them during the first three or four decades of the nineteenth century, had almost depopulated the south and the comparatively few Maoris who were left were no bar to the pakehas who came to turn the broad plains into smiling farms and flourishing sheep and cattle stations. The only drawback was a lack of timber, and even this had its good points, for there was no laborious struggling

to conquer the dense forests which had proved such a heartbreaking task for settlers in many parts of the North Island.

Captain Thomas arrived at Lyttelton in July, 1849, and soon gathered around him a party of surveyors, among whom were Messrs Scroggs, Jollie, Torlesse, Cass, Boys and Cridland, who set to work energetically to survey the surrounding country and the sites of the proposed towns. The captain's first idea was to establish the capital of the new settlement at the head of Lyttelton Harbour, on the flat ground beyond Governor's Bay, with a port situated near the site of the present Maori village of Rapaki. A smaller town, which was to be called Stratford, was to be built on the present site of Christchurch. On second thoughts, however, he decided that the capital city should be built on the plains and, once again, second thoughts proved best. From the records which have been left us by the pioneers it would appear that most of the work involved in the surveying and laying out of the towns near the port fell upon the shoulders of Edward Jollie.

THE SURVEY OF CHRISTCHURCH.

Mr Jollie has left an interesting account of these important operations which is worthy of being given in his own words:—"We reached Port Cooper," he remarks, "on the 12th August, 1849, and at what is



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now Lyttelton, there were a tent and several V huts. The population consisted of Thomas, chief surveyor; Torlesse, assistant; Cridland, architect, and a few labourers. I took up my quarters with Torlesse and Cridland and, three days afterwards, began the survey of Lyttelton. As much of it as Thomas required to be done was finished in twelve days. Mr Godley had it extended afterwards by including some of the land in Dampier's Bay. About October 1st, I began the survey of the town of Sumner, and finished it at the end of November. The township was afterwards abandoned and the land thrown open for selection as rural land. The survey being finished, I returned to Lyttelton, and was occupied with engineering work in connection with the forming of some of the streets and laying off the gradient of the road to Sumner over Evan's Pass.

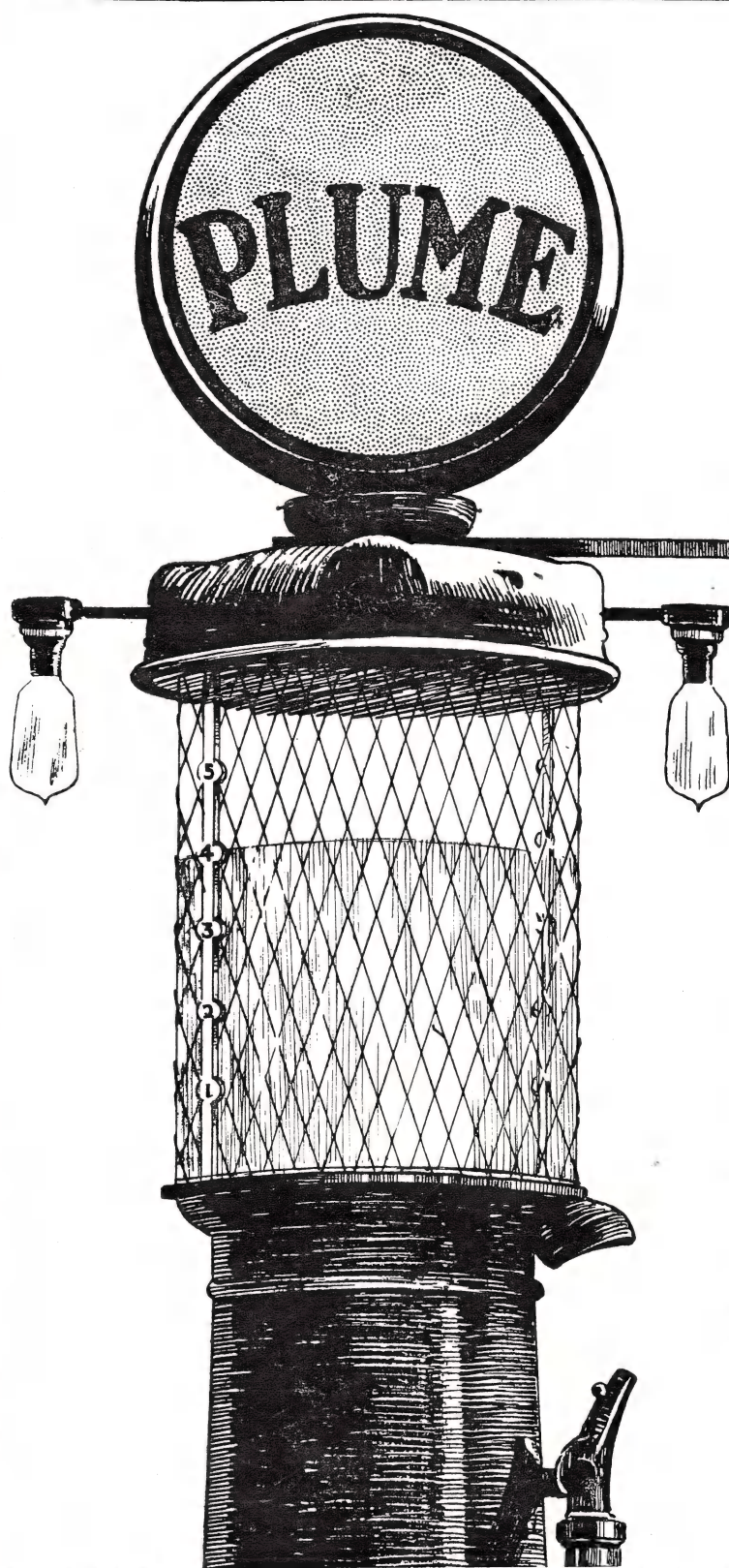
"At the end of the year I was sent to the Plains to confer with Scroggs on the survey of the proposed capital of the Settlement, to be called 'Christchurch'. Scroggs and I were fellow cadets at Wellington. He had joined Thomas when surveyors were wanted, and had been sent to survey the country where it was proposed that Christchurch should be laid out. I found that he had not commenced the survey of the town, and after talking the matter over with him,

he expressed his intention of resigning his appointment and going to England; this he at once did, and Thomas requested me to take his place.

"The survey of Christchurch was pleasant, easy work. I lived in Scroggs's grass house at 'The Bricks,' and the six men who were with me were in a weatherboard hut close by. The day was, of course, spent in work, and in the evening I had eel-fishing, pig-hunting or quail shooting in the neighbourhood; quails were plentiful, and I shot many on what is now the site of Christchurch. My nearest neighbours were Cass, who had a house at Riccarton Bush, and the two Deanses, William and John, who had sheep and cattle, and a good house at Riccarton. There were, in fact, no other people on the Plains. I soon had my proposed plan of Christchurch ready for Thomas's inspection. He approved of it, except as to one or two parts in which I had indulged in a little ornamentation, such as crescents. These were pronounced 'ginger-bread,' and I was not sorry to give them up for something more practical; but Thomas made one change which I have always regretted. I had proposed that several of the streets, instead of being one chain wide, should be wide enough to admit of their being planted with trees. Thomas would not agree to this, but after-



An early view of the Christchurch Railway Station, then situated in Madras Street.



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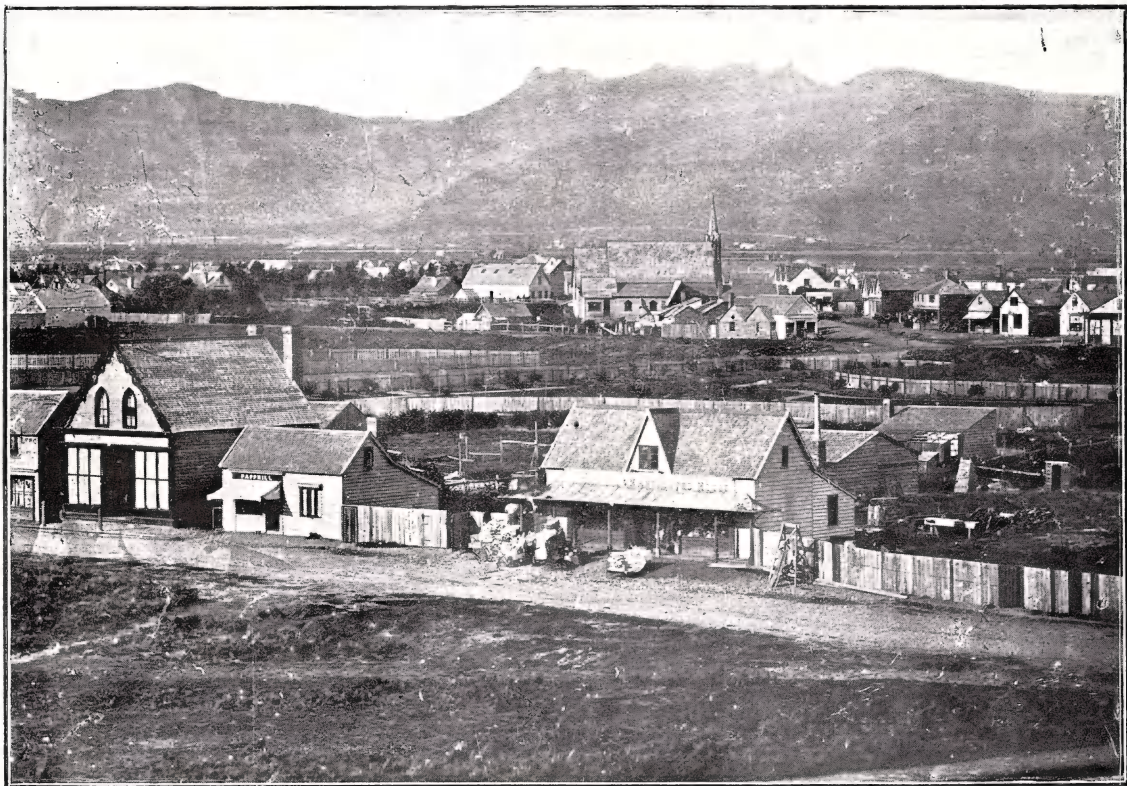
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ESTABLISHED 1850.



Passengers by the "Cressy" landing at Port Lyttelton, 1850.

wards, when the work was nearly finished, he gave me leave to widen one or two of the principal streets if it could be done without materially delaying the completion of the survey, but it was then impossible to do it. On 18th March, 1850, the map of Christchurch was finished and a copy sent to the Association in London.

NAMING THE STREETS.

"The names of the streets of the three towns were taken from bishoprics, and this is how the baptism was done. The map being completed, Thomas with his gold spectacles on, and a 'Peerage' in his hand, read out a name that he fancied, and if he thought it sounded well, and I also thought so, it was written in on the map. I have been often asked why so few English titles were given to Christchurch. The explanation is this. The Lyttelton map was the first that was finished and the first that was dealt with. Sumner followed. The result was that these two towns had used up most of the tip-top English titles, and for Christchurch, which came last, there was scarcely anything left but Ireland and the Colonies."

THE COMING OF "THE PILGRIMS."

We have now got our city—on paper—and the next thing that has to be done is to produce some human beings to populate it. Owing to the energetic efforts of the members of the Canterbury Association, in England, this was to commence in the last month

of 1850. On 16th December of this year, the "Charlotte Jane" and the "Randolph" anchored in Lyttelton Harbour, to be followed the next day by the "Sir George Seymour," and, on 27th December, by the "Cressy." These four vessels, which are now known by the title of "The First Four Ships," carried about 791 passengers altogether, men, women and children, and though a large number decided to make their homes in Lyttelton, some, more energetic or more enterprising, faced the weary trudge over the Bridle Path, carrying their lighter household goods on their backs, even the children doing their small share in the burden bearing. The settlers' heavier baggage was taken round from Lyttelton in small boats, either up the Heathcote or the Avon rivers, usually the latter, to the landing-place known as "The Bricks," on the south bank of the Avon, at a point close to the present Barbadoes Street bridge, opposite the Star and Garter hotel. William Deans, when establishing a home at Riccarton for himself and his brother John, brought a cargo of bricks for chimneys up the Avon in 1843, to where the water shoaled, and here the bricks had to be unloaded—hence the historic name. Some years afterwards, when the Pilgrims had arrived, a small wooden wharf was built here which was much used by the pioneer settlers bringing their goods to Christchurch, and there are still a few remains of the old structure left.

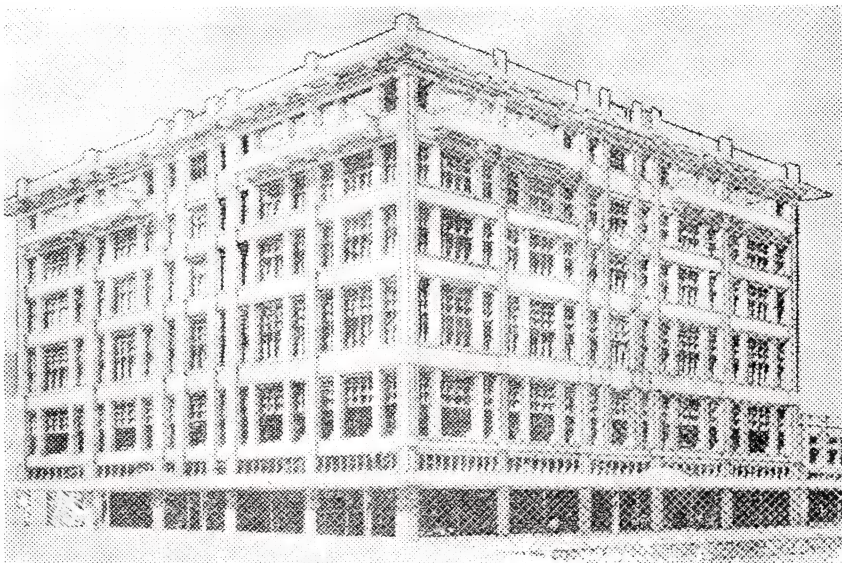
Eighteen-sixty -- Beath's



Beath's 1860.

EVEN before Christchurch became a Borough, a business stood in Cashel Street, very small, very courageous. A young Scot, George Low Beath, had charge of its affairs and directed them for fifty years, giving full value, playing the game, respected by all, making his name, building a business—and building better than he knew. An old advertisement shows that he was able to supply Men's All-Wool Saddle Tweed Trousers at 4/11 pair. Among Beath's customers were men from the West Coast diggings.

Beath & Co. Ltd. have customers who have traded with them for more than fifty years, and Beath's take a great deal of pride in this fact. Beath's to-day is known far and wide. It is known in London and Continental markets and favorably spoken of in New York and Japan. The merchants in the East known and respect it accordingly.



The Beath's to be.

To-morrow
we build a
bigger build-
ing for a big-
ger business.
We illustrate
the Beath's
to be.

THE FIRST "HOUSES."

The newcomers to Christchurch had to buckle to and provide themselves with shelter, for there was absolutely nothing in the way of houses for them to occupy. Actually the only houses in Christchurch at this time could have been counted on the fingers of one hand—with two or three fingers to spare! A two-roomed hut had been built in 1840—antedating even the Deans's residence—somewhere near where Hagley Park now is, for the use of a surveyor named Pollard. In 1852, this building was moved to the back of the old Gaiety Theatre and was afterwards used as a laundry for Warner's Hotel. Then there was a grass hut, used by Scroggs and Jollie, and another wooden hut used by Jollie's workmen, and that was about all, barring another grass hut at the Riccarton Bush, used by Messrs Cass and Boys, surveyors, and neither this nor the Deans's house can be counted as being in the City of Christchurch.

Most of the pioneers used tents of sorts for their first residence and the erection of more substantial buildings was their first task. Some timber was procured from the bush at Riccarton and Papanui, some from the Peninsula, and further supplies were

brought from other parts of New Zealand and from Tasmania by various vessels. As time went on, little houses—they would probably be called hovels nowadays—arose amongst the flax and scrub, everyone, apparently, picking the site that pleased him best, without any opposition from inspectors. The most popular location in those early days seems to have been along Oxford Terrace, facing the Avon and adjacent to "The Bricks" landing-place, though the settlers quickly spread out to other parts of the non-existent "town."

A PILGRIM'S OPINION OF CHRISTCHURCH.

It is interesting, in 1928, to read what a pioneer thought of Christchurch in 1850. Mr E. R. Ward was one of the passengers in the "Charlotte Jane" and on the 18th December—two days after the landing—he walked from Lyttelton to the Deans's place at Riccarton. The next day, he says: "We then went to the site of Christchurch, about four miles off over a well beaten cart track. Here beside the clear flowing river was a solitary house, full of baggage, carelessly heaped up and unoccupied, a stack of sawn timber and one boat. There was no sign of town or city. Possibly, generations



Cashel Street in the Early Days

After 50 Years

Few manufacturing concerns in the Dominion, and possibly no local firm can show such a record of achievement as The Kaiapoi Woollen Manufacturing Co. Ltd. From a modest beginning in 1878, this firm has made steady progress until to-day it possesses one of the best equipped Woollen Manufacturing plants in the Southern Hemisphere. The fame of



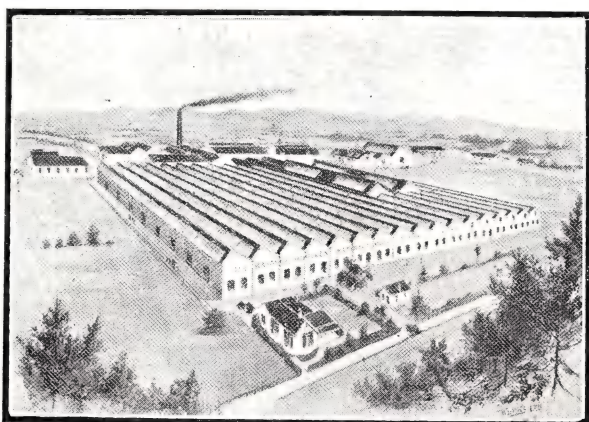
THE KAIAPOI WOOLLEN MILLS, 1880

KAIAPOI WOOLLEN GOODS

has travelled far beyond the confines of the Dominion, more especially of Kaiapoi Rugs, which are patronised by Royalty and recognised the world over as the Best Rugs made.

At this interesting period in the history of the Company, it is gratifying to note that Kaiapoi Manufactures can

STILL HOLD THEIR OWN



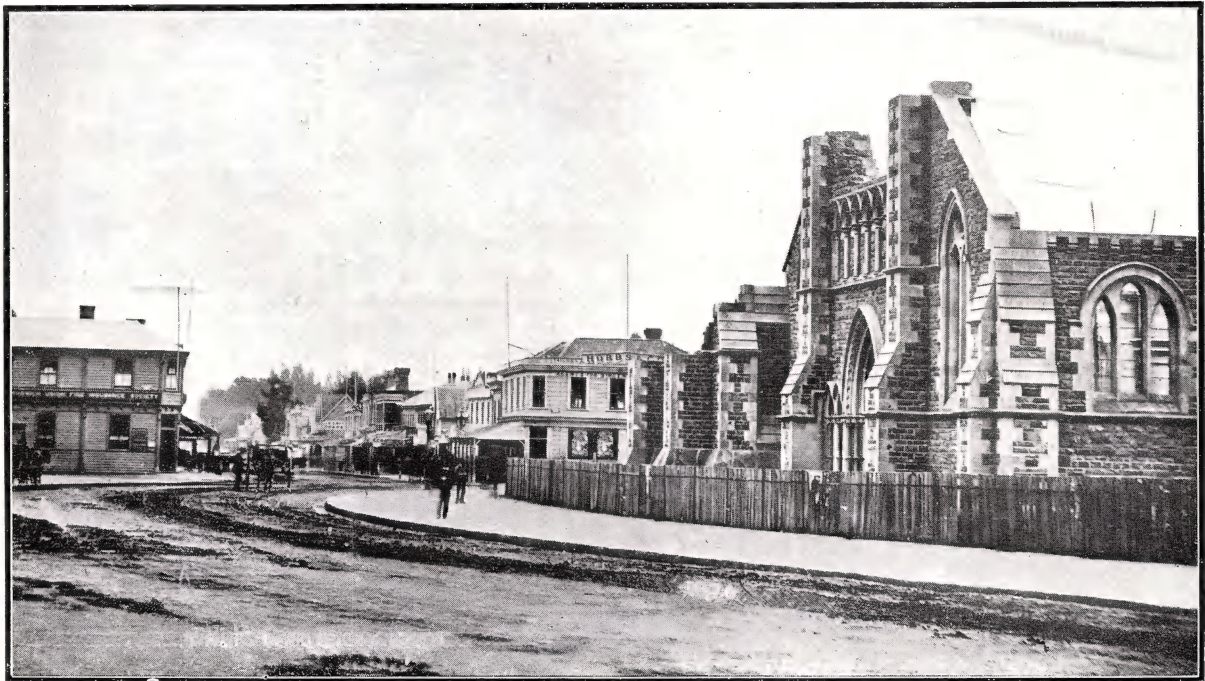
THE KAIAPOI WOOLLEN MILLS, 1928

with other Brands of Woollen Goods on the market to-day. Quality, Finish, and Durability, are prominent features in their manufacture, so that throughout the Dominion to-day the "Kaiapoi" label stands for all that is THE BEST in Woollen Goods.

All Kaiapoi Woollens bear the seal of Quality, and are made from the purest of wool by expert New Zealand workers.

When purchasing, ask for "Kaiapoi" Goods, and be sure that you get them; no others give such lasting satisfaction.

SOLD BY ALL DRAPERS IN THE DOMINION.



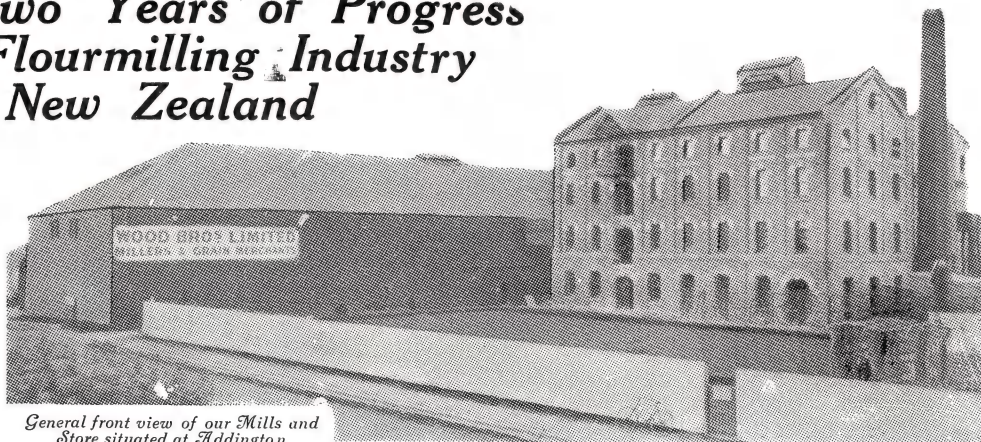
The Anglican Cathedral in course of erection, 1870



First Houses in Cathedral Square

Seventy-two Years of Progress in the Flourmilling Industry of New Zealand

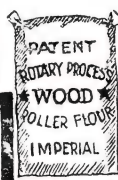
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General front view of our Mills and Store situated at Addington

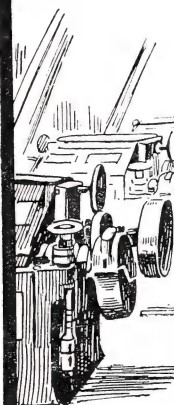


Main Office, centrally situated in Cashel Street, Christchurch.



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As an established firm in Canterbury, New Zealand's leading and richest grain-producing province, which provides the Dominion's essential and best wheat supplies, we welcome this opportunity in the City's Diamond Jubilee, 1928, of thanking the growers of this district for loyal support and co-operation that has enabled us to manufacture and distribute for many years our reputed high-grade "IMPERIAL" Roller Flour for national requirements. The extension of our operations as Produce Merchants, exporting Oats, Wheat, Peas and other Agricultural Products, has brought us into touch with esteemed overseas clients to whom we similarly express our compliments and congratulations for their appreciation of New Zealand products.



Estab. 1856.

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MILLERS & EXPORT GRAIN MERCHANTS
207 CASHEL ST., CHRISTCHURCH, NEW ZEALAND.

hence, when this description may be dug out of the family records, people will wonder at a different state of things."

On 3rd January, 1851, Mr Ward paid a second visit to Christchurch, with Mr Godley. "There are about four huts now," he says, "three tents and a hovel or two, with about twenty-five persons in all. Mr Phillips's two tents and Mr Willocks's, the association's store and the surveyors' hut are the principal buildings upon what may be sometime a great city. We dined on salt pork, bread and tea in the surveyors' house and afterwards went on to the Town Belt and Riccarton. At the former, several colonists were engaged in putting up temporary buildings."

That is all that an eyewitness—who was quite a literary person, as his voluminous diaries prove—can find to say about Christchurch at the time, and it is quite possible that he has described the place fully. As the months passed the colonists gradually overflowed "The Bricks" area into other sections of the city. For example, a little centre was formed on the river, at Worcester Street, for no particular reason one gathers, unless it was that the Land Office was built there and was an important gathering place. The rest of the city could be described comprehensively in one word, a "wilder-ness".

THE CITY AS IT WAS.

There were tracks here and there, where the original surveying party had slashed down the scrub and fern to indicate the lines of some of the principal streets, but apart from this the "city" was a not very inviting waste of high fern, scrub, cabbage trees, flax and tutu, with raupo, toi-toi and nigger-heads in the swampy places, which were numerous. In Lichfield Street, behind the White Hart Hotel, there was a big raupo swamp, and, further to the east, was a still bigger area of marshy ground, both being the haunt of thousands of duck, pukaki and other aquatic bird life. It is a little hard to believe, nowadays, that a deep gully ran right across the main area of the city then, from the Avon, near St. Michael's Church, across Cashel Street, past the bank of New Zealand and the present Municipal Council Chambers, to join the river again near the Manchester Street bridge! Yet so it was, and this gully, in winter time or in rainy weather, was too deep to be forded by a man on foot, and one might, in those days, have had quite a good swim in it. To-day there is no sign of it, unless one excepts a trace still to be seen in the garden of the vicarage of St. Michael's.

Of course, with the fairly rapid and constant influx of settlers to the city area, nature was not long allowed to have her way unchecked. But it was



The first Mill of Messrs Wood Bros. introduced into Christchurch by the late Wm. Derisley Wood in 1856 and erected on the site now occupied by the Crown Brewery, Antigua St., then known as Windmill Road. The house shown was the residence of the late Mr. and Mrs. W. D. Wood.

—1928—

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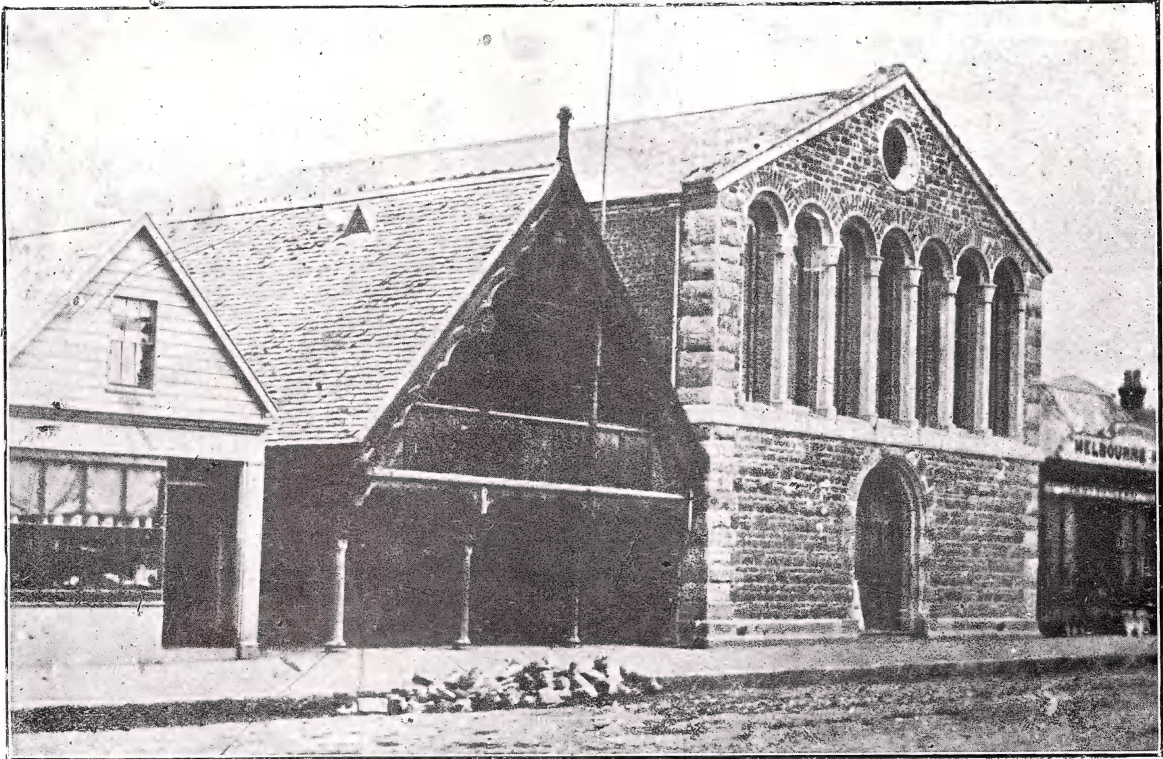
This year sees the celebration of the Diamond Jubilee of Christchurch, while in December comes the jubilee of

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**Be sure you use Edmonds
for best results.**

“Sure to Rise.”



The First and Second Town Halls, High Street, 1853

(Photo lent by R. E. Green)

a long fight and a hard fight—a fight that we can hardly realise and scarcely do justice to nowadays, when comforts and conveniences surround us on every side and we grumble when a tram is five minutes late or if a rut develops in the roadway!

THE ALLOTMENT AND SALE OF LAND.

The first step taken by the representatives of the Canterbury Association to bring a kind of order out of chaos was the allotment and sale of land to the settlers. The first of these important gatherings took place on 17th and 18th of February, 1851, at the Land Office, then but partially built, on the site of the old red-brick City Council Chambers on the bank of the Avon at Worcester Street. Many of the very first selections were made in Lyttelton, which was then by far the most important place, and the first Christchurch selections were all made along Oxford Terrace, facing the river and near "The Bricks." The corner of Oxford Terrace and Kilmore Streets, was early chosen, and later selec-

tions turned out more fortunate, such as the sites of the United Service Hotel, the Bank of New Zealand, Warner's Hotel and Hobbs's Buildings. Two months afterwards, the first of the sales of town sections took place, the upset price being £24 a section! The highest price bid for any Christchurch section was £40, but some of the Lyttelton town-lands brought much higher values.

A perfect orgy of building then set in, greatly assisted by the forethought of the Association in importing plenty of building materials of all sorts, and a number of what even now would be considered quite respectable residences were erected. Not only were residences, places of business, numerous hotels and public buildings started, but the Church of St. Michael's was erected, to be first used on the 20th July, 1851. Two months later, an organ, the first church organ in New Zealand, had been installed—and it must be granted that this was commendably quick work for an infant community.

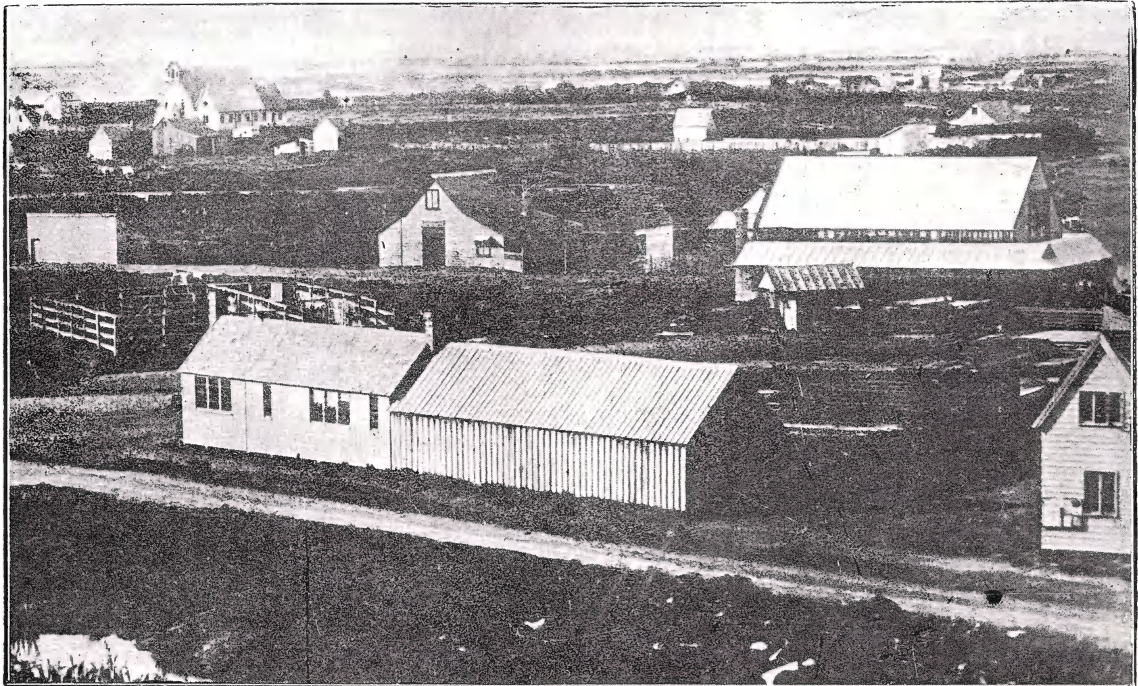
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MOST HYGIENIC.

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Market Sqaure showing Market Hall and First Post Office 1858

(Photo lent by R. E. Green)



The Market Square (now Victoria Square) in 1860. Showing the Second Post Office.

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H.R.H THE PRINCE OF WALES
(Speaking at Royal Academy Banquet)

"It is no figure of speech to say that many of the Posters which one sees exhibited as one passes through the streets would do credit to any Art Gallery, let alone any hoarding."

—LORD RIDDELL.

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FIRST BOROUGH COUNCIL, 1868

1. C. Cuff (City Surveyor). 2. Andrew Duncan. 3. George Gordon (Town Clerk). 4. Henry Thompson.
5. John George Ruddenklau. 6. Walter Allen Shepperd. 7. William Wilson (Mayor).
8. William Calvert. 9. John Anderson. 10. Thomas Tombs. 11. James Purvis Jameson.



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Four Kinds

Fruit and Nut Chocolate

Delicious plain chocolate, mixed with juicy raisins and crisp almonds!

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Made with fresh milk from English farms.

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Perfectly plain, plainly perfect—a chocolate quite out of the ordinary!

Valencia Chocolate

Delightful milk chocolate made even more delightful with fruity raisins and choicest almonds!

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The Empire Express Company,

The Coming of Civic Government.

For a number of years after the coming of the "Pilgrims," as the emigrants by the first four ships were called, Lyttelton was by far the most important town in Canterbury, and Christchurch, the real capital, had to be content with second place, so far as population and everything else, except space, was concerned. The Society of Land Purchases and the representatives of the Canterbury Association controlled both places and gave such orders as were necessary for the conduct of their affairs.

Then came the era of the Canterbury Provincial Government, the Provincial Council meeting for the first time on 27th September, 1853. About two years after this, it passed an ordinance whereby it took over all the assets and liabilities of the old Canterbury Association. These assets were decidedly important and included such properties as 897 acres of town reserves, some of which were afterwards sold; Hagley Park and reserves designed for Botanical Gardens; seven acres for a cattle market; two acres for abattoirs; and also the sites of the gaol, the Mechanics' Institute, (where the Public Library now stands), the Association's offices and stores, the Customs House wharf, Agent's house, Post Office, Town Hall, Police Court and certain special reserves for canals.

From this time, until the gazettement of Christchurch as a municipal district on 1st February, 1862, and the election of the first Christchurch Municipal Council, on 28th February, 1862, the Provincial Government made itself responsible for the administration of the affairs of the city. The personnel of this first Municipal Council, Town Board or City Council, as it was variously termed, is of interest, as it was the forerunner of the body whose Diamond Jubilee is now being celebrated. At its first meeting, "in the Judge's room," on 3rd March, 1862, Mr—afterwards Sir John—Hall was elected chairman and it was announced that the other members were:—Messrs H. E. Alport, John Anderson, W. D. Barnard, J. Barrett, G. Gould, G. Miles, E. Reece and W. Wilson. Within a few weeks of its first meeting, Mr George Gordon was appointed Town Clerk and Treasurer.

Towards the end of 1862, the Provincial Council passed the Christchurch City Council Ordinance, which gave the city its own constitution, and from that time the city's governing body was properly known as "The Christchurch City Council," except for a brief period after June, 1868, subsequent to the gazettement of Christchurch as a borough, when the correct legal title was said to be "The Christ-

church Borough Council." This title, apparently, did not please the City Fathers, and very soon a regulation was passed by which the Council could properly call itself "City Council" again, a name which has persisted, of course, to the present day.

On the 28th May, 1868, just 60 years ago, the city of Christchurch was gazetted a borough, by virtue of the Municipal Corporation Act, 1867, and the new Council held its first meeting, on 10th June, 1868, in the City Council Chambers, which were in

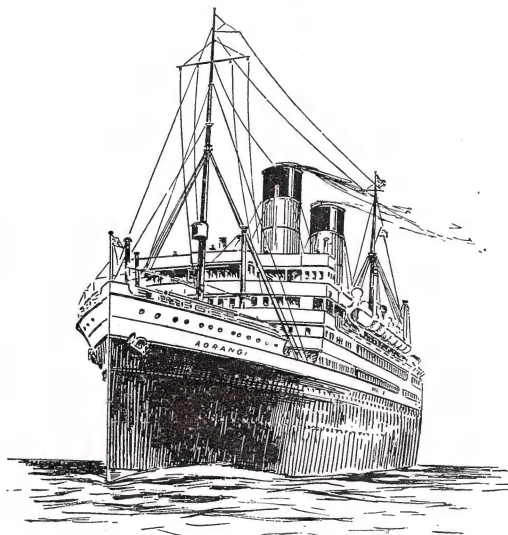


William Wilson, First Mayor of Christchurch

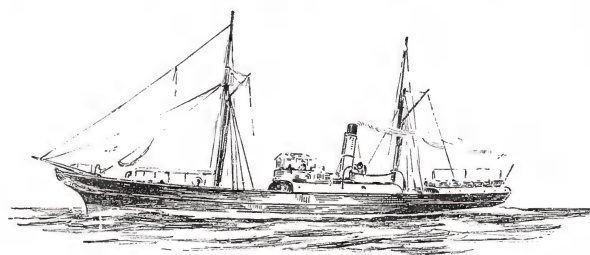
the old Land Office and Magistrate's Court building at the corner of Oxford Terrace and Worcester Street, a home which remained its meeting place for many years.

The personnel of this Council was as follows:—William Wilson, the first Mayor, John Anderson, William Calvert, Andrew Duncan, James Purvis Jameson, John George Ruddenklau, Walter Allen Sheppard, Henry Thomson and Thomas Tombs. Mr George Gordon was the first Town Clerk for the new Council; C. Cuff, the City Surveyor; Dr Foster, the City Solicitor; H. E. Alport, the City Auditor; F. C. Tribe, the Rate Collector, (assisted by F. T. Haskins, who was afterwards appointed Town Clerk) and William Pearce, the Inspector,

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The First City Council Chambers in 1885.

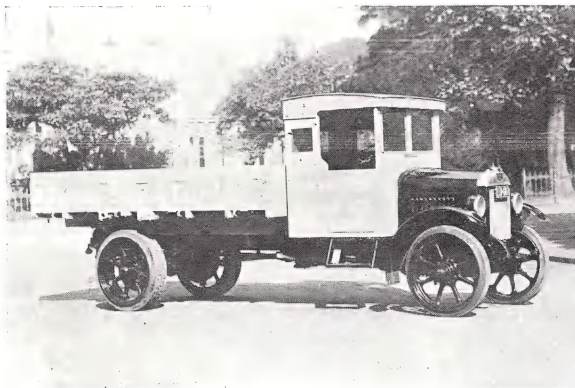


The Second City Council Chambers, 1925, opened in March, 1887.

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Somerfield Shingle Pits, Cashmere,
May 11th, 1928.

THE MANAGER,
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Being perfectly satisfied with their behaviour and the low cost of maintenance, we would go out of our way to recommend them to anyone requiring a truck. Gravel pit work is the heaviest work that trucks could be put to, but ours have stood the test unfalteringly.

While passing, might we add our appreciation of the many services and courtesies extended to us during the time we have been doing business with your firm.

Yours faithfully,

THOMAS SMART.

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The Council's Habitations.

The Christchurch Town Board, Municipal Council or City Council, as it has been variously termed, has not made many changes in its offices since that day in 1862 when it first met. From 3rd March, 1862, until April, 1887, it held its meetings in the historic old building on the bank of the Avon, at Worcester Street, the original part of which was the first public edifice erected in Christchurch.

This was first used as the Land Office on 17th February, 1851, and the Pilgrims clustered about it, "on the luxurious ferns and grass with which the streets of Christchurch were still covered," waiting their turn to draw sections of land. The place was used for all sorts of purposes subsequently, being in turn, Government Buildings, Survey Office, Resident Magistrate's Court, Supreme Court, Library and Municipal Chambers, and it is even on record that the Freemasons held their first solemn conclave there in the days when Christchurch was but a village, and a small one at that. The City Council met there from the time of its formation until well into the 'eighties, when the second City Council Chamber was built, but, of course, the old buildings suffered many rearrangements and some enlargements during this period.

In 1886, the Council decided that the time had arrived to have a more generally adequate building erected to transact its growing business in, for the original offices were felt to be quite unworthy of the city. The plan was carried out, and the design of the new building was entrusted to Mr S. Hurst Seager, A.R.I.B.A., the contractors for the work being Messrs England and Martin. The foundation stone was laid, at the corner of the old site, on 16th March, 1886, by the Mayor, Mr Aaron Ayers, who remarked that it was high time that Christchurch had new Municipal Chambers, for he and the Councillors felt positively ashamed at having "such a miserable place as municipal offices." The building that was erected certainly proved a credit to the city and to its architect, for it was, and still is, one on the most attractive ones in Christchurch from an artistic point of view. It is interesting to note that the two figures of "Industry" and "Concord," on the southern facade, are by Mr—now Sir George—Frampton, the eminent sculptor. Mr Frampton, at the time he executed these works of art, was quite unknown and the statues were bought by the Council for the sum of £20 each, but it is quite probable that they are worth fifty times that modest sum now, or possibly more.

The City Council's new home was opened on 24th March, 1887, and it held its first meeting there on 4th April of the same year. For a good many years the new offices were entirely adequate, but as time went on, and the staff and business of the Council grew, the building proved all too small to comfortably house them, and "overflow" offices had to be taken in Worcester Street, fifty yards or so away, to accommodate the Treasury officials, the Sanitary Inspectors and the Traffic Department. By 1919, the congestion had grown so great that the Council felt that it would have to secure larger premises, and



GEORGE GORDON, First Town Clerk, 1862-1875

a Bill was introduced in Parliament giving the Council power to enlarge the building. The citizens of Christchurch, however, have always been very jealous indeed of their city's open spaces, and the suggestion to encroach further on the bank of the Avon met with so much opposition that the Bill was eventually withdrawn.

The Council then had to look about for a different site for its proposed new offices, and it was suggested that a Town Hall might be built, to con-

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tain the necessary accommodation for the Council's staff, as well as providing the city with an official meeting place. The Town Hall scheme, however, both then, and subsequently, came to naught. On 2nd February, 1920, it was reported to the Council that the Canterbury Hall Company had made an offer of the site in Manchester Street, including the remains of the Canterbury Hall which had suffered grievously from fire about three years previously, on favourable terms, and, three days later, the Council resolved, "That in the opinion of the Council and in the best interests of the city the Canterbury Hall should be acquired." On 6th May, 1920, a proposal to raise a loan of £16,000 to purchase the Canterbury Hall site was placed before the ratepayers and carried, the details of the loan being as follow:—Share capital of the company, £14,000; liability to architect, £633/13/4; contingencies, £406/6/8. The Council elected a sub-committee on 21st June, 1920, to go into the question of formulating a scheme for the utilisation of the site, and, at the end of November of the same year, a plan showing the layout of the proposed offices, Council Chamber and accommodation for the Mayor, Mayoress and Councillors, was laid before the Council and

adopted. Competitive designs were called for the building and eventually Messrs Greenstreet and Anderson were selected as architects for the new Municipal Chambers.

On 1st August, 1921, the Town Hall question came up once more and the following proposals were submitted to the ratepayers:—

- (1) Municipal Offices in Manchester Street £50,000
- (2) Concert Hall, Turkish Baths, etc., in Manchester Street £50,000
- (3) Purchase of Town Hall Site on land bounded by Cambridge Terrace, Kilmore Street and Colombo Street . . £60,000

On 15th September, 1921, the ratepayers gave their verdict, which was to accept the first and reject the last two proposals. Consequently, only the Municipal Offices could be gone on with and, on 8th May, 1922, a contract was let, at £40,987, to Mr W. Williamson, for the building. The foundation stone was laid on 16th December, 1922—the Anniversary of the founding of the Province—by Mrs Monica Thacker, the Mayoress, and the new offices were officially opened, on 1st September, 1924, by His Worship the Mayor, Mr J. A. Flesher. The



The City Council Chambers, 1928

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Council met in them for the first time on the evening of the 8th September, 1924.

From every point of view, except, possibly, a purely artistic one, the new Municipal Offices are an enormous improvement on the older ones. To begin with, their situation in Manchester Street is ideally convenient for conducting the business of the city, being one block away from Cathedral Square, yet near enough for easy access. The facade of the previous Canterbury Hall has been incorporated in the design, but beyond this, practically the whole building is new, the general construction, including staircase, floors and roof, being of reinforced concrete. The interior of what may be called the "working" portion of the offices has been planned on the American banking chamber system, all departments being in one large room, facing a common centre wherein the public is accommodated. The building itself has two floors, the ground floor being set apart for the public office and including the Town Clerk's rooms and the Engineer's department. On the first floor are the rooms for the Mayor, Mayoress and Councillors, the Council Chamber itself, together with Committee and waiting rooms and the caretaker's quarters. Below ground level is the Record room, cloak rooms

and boiler house. The whole building is splendidly lighted and full use has been made of New Zealand marble and granite, for the vestibule and great staircase, and of Tasmanian blackwood for the very handsome panelling, and doors. The total cost of the city's offices, including the furnishings, was £58,858, and Christchurch can certainly congratulate itself on owning what is probably the finest Municipal Chambers in Australasia.

Meanwhile the proposal to erect a Concert Hall on the site of the old Alexandra Hall, next door to the Municipal Chambers, was not lost sight of and the City Surveyor prepared plans for the proposed building, to seat 1,350. These were submitted to experts in America and Australia for criticism, particularly as regards the probable acoustic qualities, and the opinions given were very favourable. The citizens were asked to give their verdict on a proposal to raise a loan of £35,000 for the Concert Hall on 26th April, 1923, and this also was favourable, so Messrs Dawe and Willis were appointed architects, and, in May, 1926, the tender of Mr W. Williamson, at £30,877, for the building was accepted. The opening ceremony is, of course, fresh in everybody's mind, having taken place on 17th March, 1928.



Interior of the Council Chamber

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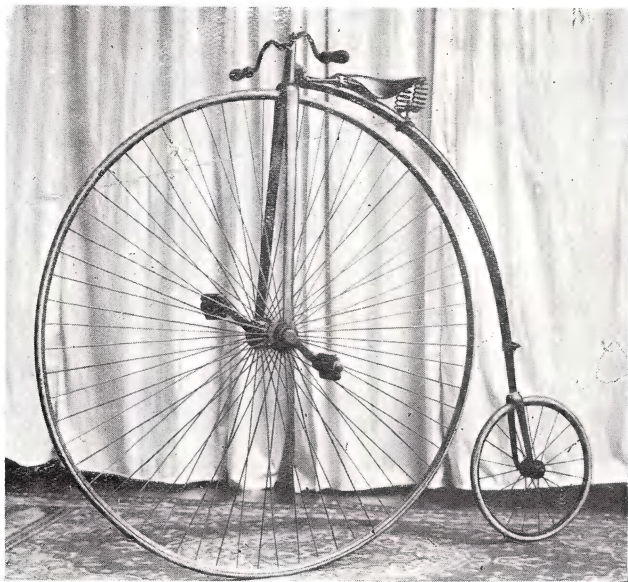
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The Concert Hall



Interior of the Concert Hall



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The Growth of the City.

We have seen that the first idea of the originators of the scheme for the settlement of Canterbury was to have the capital city of the Province laid out to enclose an area of 1000 acres. This idea was not quite adhered to by the surveyors, however, who first laid out the city with an area of approximately 1,064 acres, subsequently increased to 1,249.

For many years its territory remained unchanged so far as size is concerned, but on 1st August, 1890, it received its first acquisition, Richmond, with an area of 562 acres, coming into the fold. During the next ten years the three smaller boroughs of Sydenham, Linwood and St. Albans had been formed, adjoining the city on the south, east and north respectively, and in the 'nineties, the advisability of amalgamating them all with the city to form Greater Christchurch had been widely, and generally favourably, discussed.

One of the strongest arguments put forward for the amalgamation was that the united bodies could afford to obtain a staff and plant, for their combined use, of a quality that would probably be beyond the reach of any one of them—except, possibly, the city itself. Greater Christchurch could also face the big problems involved in establishing an adequate water supply, adequate sanitation and lighting systems, and all the other varied needs of a large and rapidly growing city, with much greater ease and efficiency than a cluster of smaller boroughs could possibly do.

Whatever the arguments were, they were effective in converting the great majority of the residents to the Greater Christchurch idea and when a poll on the question of amalgamation was taken on 22nd January, 1903, in Christchurch, St. Albans and Linwood, and on 4th February, in Sydenham, the result was a declaration in favour of a united city by 3173 "ayes" as against 876 "noes," a majority of 2,297 votes.

The amalgamation took effect as from 1st April, 1903, and the population of the city rose from 17,538 to 42,286 at one jump. The first Mayor of Greater Christchurch was Mr—now Sir Henry—Wigram, who was elected in April, 1903. One of the first acts of the new Council was to rename the old city belts, and it was a happy thought which bestowed the names of the first Superintendents of

the Province of Canterbury on these old boundaries, which had now ceased to be real boundaries. The north, south, east and west belts were named Bealey, Moorhouse, Fitzgerald and Rolleston Avenues respectively and when this had been settled the new Council began its arduous task of conducting the affairs of the enlarged city, which had so recently had 3,349 acres added to its area and now totalled 5,160 acres altogether.



J. S. NEVILLE, J.P., Town Clerk, 1928

On 1st April, 1907, the suburbs of Beckenham and Fisherton came in, with an area of 200 acres, and on the same day in 1911, North Linwood was added, which meant a growth of 210 acres. In April, 1914, the city gained an accession of 288 acres by the inclusion of North Richmond, and, in October, two years later, Opawa, with its 275 acres, was added to the total, which had now reached 6,133 acres. On 20th March, 1917, Avonside and St. Martins joined up, these two areas representing

325 and 189 acres respectively and on 1st April, and 1st November, 1921, two large boroughs were added to the strength, these being Spreydon, 1,295 acres, and Woolston, 1,276 acres. The following year, Hagley Park which had an area of 497 acres was included and on 1st April, 1923, Bromley and Papanui came in, the first named having an area of 252 acres and the latter, 613 acres. It will thus be seen that Christchurch has grown in area from 1,249 to 10,580 acres between the years 1890 and 1928, a period of 38 years.

Its population has shown an increase in every way as remarkable. In December, 1856, the earliest figures available, Christchurch had a population

of 710, while Lyttelton's figure was 756. Next year the figures were 953 and 770 respectively. In December, 1861, which is the nearest date to the formation of the first City Council, the population of the city had risen to 3,205, Lyttelton's total being 1,944, and the latest figures available show that the present population of Greater Christchurch amounts to 83,266 and that of the adjoining suburbs to 38,514, a total of 121,780. The valuation of the city, naturally, has increased enormously. In 1862, when the first Council was elected, it was £100,000; now it is £22,193,395, according to the latest figures, the unimproved value being £8,867,919 and the value of improvements, £13,325,476.

Everybody in Christchurch knows by sight the two tall and stately lattice-work steel towers in Gloucester Street, modelled on the graceful lines of the famous Eiffel Tower in Paris. These mark Station 3YA, and the home of the Radio Broadcasting Company of New Zealand, Limited, which also operates stations at Auckland, Wellington and Dunedin. Thousands of people throughout the city of Christchurch, its countryside, throughout New Zealand, Australia and even in America, are in some mysterious way in touch with the four wires which stretch across from the tips of those towers 170 feet above the ground. Those thousands of people have, in their backyards, in their front gardens, or even inside their houses, more or less pretentious aerials which are en rapport, as it were, with that lofty aerial at 3YA. Why it should be so is a mystery, but the fact is accepted and made the most of. It is the age of that strange modern discovery known as wireless which enables one to hear across thousands of miles of space.

As an asset to a city, the value of a broadcasting station cannot be over-estimated. Into innumerable homes, from North Cape to Bluff, in Victoria, New South Wales, Queensland, the South Pacific Islands, Honolulu, United States of America, Canada and Alaska, the name of "3YA, Christchurch, New Zealand" goes incessantly and with ever increasing joy to those who hear, owing to the merit of the programmes broadcast.

The name of Christchurch is thus rivetted with affection into the minds of all who listen in on radio



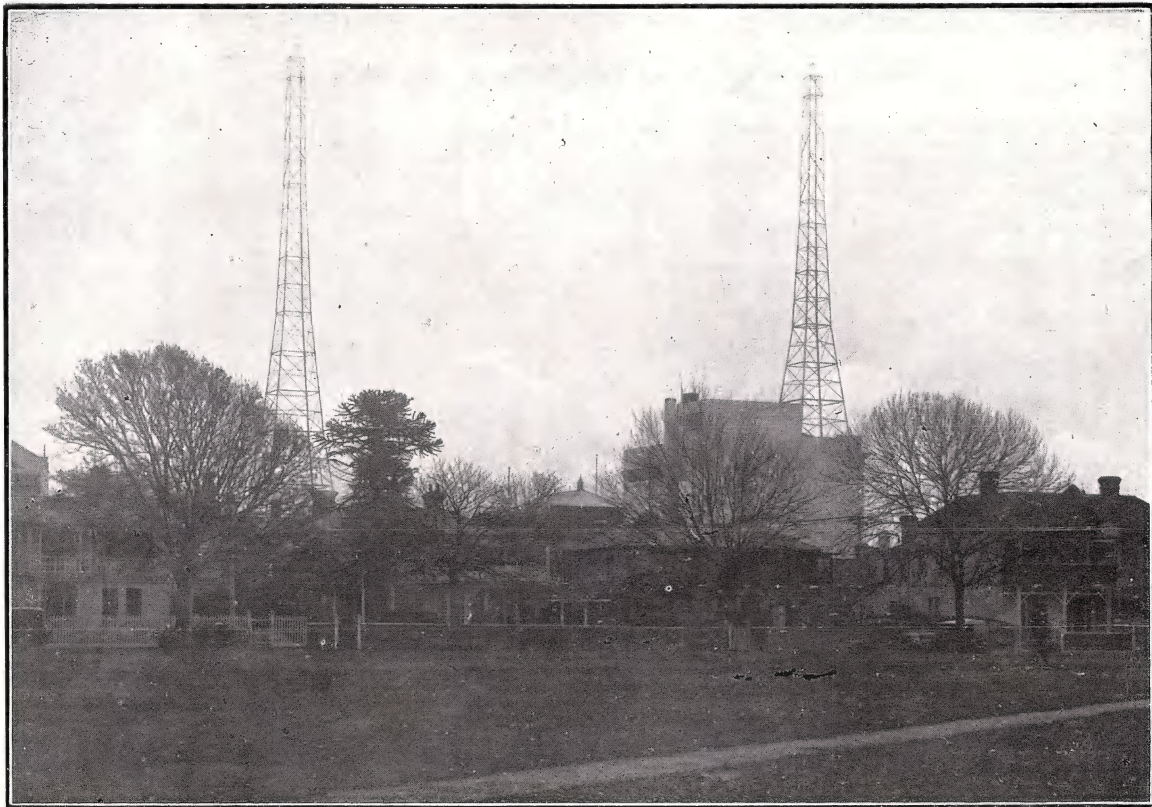
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General Manager of the Radio Broadcasting
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receiving sets. For this reason, an up-to-date broadcasting station is something of which every citizen should be proud. Its influence reaches further afield

than does the influence of a great daily newspaper, and the high standard of a broadcasting station should be a subject for pride on the part of every patriotic citizen.

Christchurch can boast not only station 3YA, but also the headquarters of The Radio Broadcasting Company of New Zealand. From here, the whole of the main administration is conducted.

Radio enthusiasts acclaim 3YA as equal in efficiency to any broadcasting station in the world, not only as regards premises and plant, for everything is under one roof, and the transmission is splendid, but also as regards programmes. That is the correct view for Christchurch to take of 3YA. The Studio and furnishings at 3YA challenge comparison with any station and the plant which is of 500 watts, is the most up-to-date equipment that can be procured.



3YA Broadcasting Station—a view from Latimer Square



Cashel Street, 1868, from where Stewart Dawson's shop now stands



Cashel Street, 1928, from Stewart Dawson's Corner, the same point of view as the picture above

The City's Reserves.

Christchurch, owing to the foresight of the pioneers, has been well provided with reserves, even from the very early days, and these reserves have been added to from time to time with the result that at the present day their total area is approximately 6,360 acres. Most of these reserves are situated outside the city and about 3,200 acres of them are leased for farming purposes, but there is ample space within the boundaries of the city for numerous parks and open spaces, which act as "lungs," and provide pleasant places for the citizens to disport themselves in. The area of these parks is close upon 862 acres, and there are seventeen of them altogether, not including the Botanical Gardens, situated in various convenient positions, and arranged to give every suburb its breathing space. They are all well planted with ornamental trees and shrubs and at least six of them have band rotundas, wherein concerts are given at intervals throughout the season. Practically all the parks may be, and are, used as sports grounds, and the devotees of football, cricket, hockey, polo, tennis, bowling and croquet are all admirably catered for, and, what is more, make constant use of the playing grounds. Besides what may be called these public parks, controlled by the City Council, Domains Board or special Boards, there are three others, having a total area of 52 acres, also within the city, which are controlled privately. For example, the Canterbury Football Association controls English Park, which has an area of six acres; the Victory Park Board of Trustees controls Lancaster—renamed Victory—Park, with its area of 13 acres, and the Canterbury Rugby League Football Association deals with the affairs of Monica Park, which is 33 acres in extent.

A unique and very delightful appanage to the city is the Riccarton Bush, presented to Christchurch by the pioneer Deans family a few years ago. This area of the old native bush, the last surviving piece of the bush which the Pilgrims drew upon for firewood and building material, is practically the only remaining remnant of the native forest now left upon the whole wide sweep of the Canterbury Plains. It has therefore a very considerable value from the point of view of the botanist and it is also a charming place to spend an hour or so in.

One use to which some of the City Council's reserves are being put is so excellent that it is worthy of a few words. Out at Bottle Lake, a few miles from the centre of the city, there are a thousand acres now planted with coniferous trees. The plantations are young at present, but they are flourishing, and in the course of a quarter of a century or so this area, which not so long ago was a mere waste of sandhills, or very light land at the best, will carry a crop of timber which will certainly be worth many thousands of pounds sterling. Besides this, there is another fifty acres on the Cashmere Hills which have been planted with Australian hardwoods and Oregon pines and, in time, these also should grow into a valuable asset.

Besides the public pleasure grounds enumerated above, the City Council possesses about seventy-five areas of freehold land dotted about the city and ranging in size from the abattoir site, at Sockburn, of 144½ acres, to plots of land but a few square yards in extent, all of which are used for an infinity of purposes, from municipal offices to a well site. The total area of the Council's freehold land is approximately 200 acres.



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Looking across High Street to Colombo Street, 1868, from Bank of New Zealand



View from Bank of New Zealand, looking across High Street to Colombo Street, 1928

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The Roothing of the City.

The roading of the city is, without doubt, the biggest continuous work the City Council has undertaken. It is a work that began in the earliest days, before there was a City Council at all in fact, and it has continued right up to the present, and will probably go on as long as there is any body to control the city's affairs, unless some ingenious engineer can invent a method of making streets which never wear out, which is not likely. It is not possible to indicate the total amount of money which has been spent on this great work, but the sum must run into very many hundreds of thousands of pounds sterling, if not millions. There is still much to be done, and the question of streets and roads will probably require the anxious attention of the Council and its engineers until the end of time.

To commence with, Christchurch was laid out in square blocks, the streets all running at right-angles to one another, but it was found necessary almost at once to make one long diagonal street connecting the main road to Sumner and Lyttelton with the North Road. This diagonal street, which now

bears the names of Ferry Road, High Street, Victoria Street and Papanui Road, enters the city from the south-east and joins up with the North Road on the north-west. In the main, the rest of the city streets still maintain the original right-angled principle, and the well-named Oxford and Cambridge Terraces, which follow the generous curves of the river Avon, are a pleasant departure from the general plan.

In the early days of Christchurch, such streets as there were would hardly be dignified with the name of cart tracks now. The first surveyors pegged out the lines of the principal streets and cleared away some of the scrub and other vegetation that grew upon them, but no attempt was made to form, much less to metal them. However there was little or no traffic to bother about in those days, "shanks' pony" being the chief method of locomotion, and it was on 17th August, 1852, that the first wheeled vehicle came over the Bridle Path. With the growth of population and the more frequent use of carts and other wheeled vehicles, the formation and metaling of the streets became urgently necessary, as very



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little traffic made the dirt roads into an almost impassable quagmire in wet weather. Luckily there was no trouble about a supply of metal. In many places in and about Christchurch the shingle came right up to the surface of the ground and it only needed carting, and spreading where needed. All over the Port Hills too, there were outcrops of rock and stone, of varying quality, which could be, and were, drawn upon for road metal and building stone. Advantage was soon taken by the citizens of this convenient supply of metal, and before the 'sixties had passed by, a number of small quarries had been opened at various places on the Hills and the shingle deposits in the city had been exploited to a considerable extent, there even being a gravel-pit sunk in Cathedral Square itself, over by its western boundary!

The methods of street making in those days were crude, but reasonably effective. The street which was to be operated upon had gutters ploughed along its edges, where the channels are at the present day, and the surface of the street was also ploughed, the soil being thrown up towards the centre, which was thus raised for drainage purposes. Sometimes

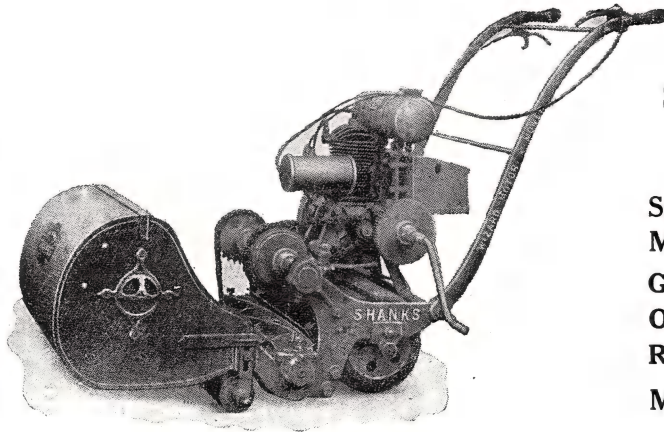
the street was then just left, but if it had to carry much traffic, it was usually shingled, the shingle being spread on its surface and then left for the traffic to "roll" in. When repairs were required, more shingle was dumped into the hollows. Later on, on the more heavily used streets, broken stone was used, but plain shingle was the engineer's mainstay on the majority of the highways. So far as footpaths were concerned, they also were merely shingled, to begin with, and edged with wooden or stone kerbing, but when the Christchurch Gas Company was formed in May, 1863, a supply of tar was then made available and the first efforts to give the main footpaths of the city a coating of asphalt were made, a very decided step forward.

Though the actual making of the first roads was not the work of the City Council, for it was not then in existence, they should be at least mentioned, for they were vitally connected with the city's progress. The pioneers early saw the absolute necessity for communication between the port of Lyttelton and the capital and, before the arrival of the first ships, a start had been made to construct such a highway. It hung fire badly, however, owing to



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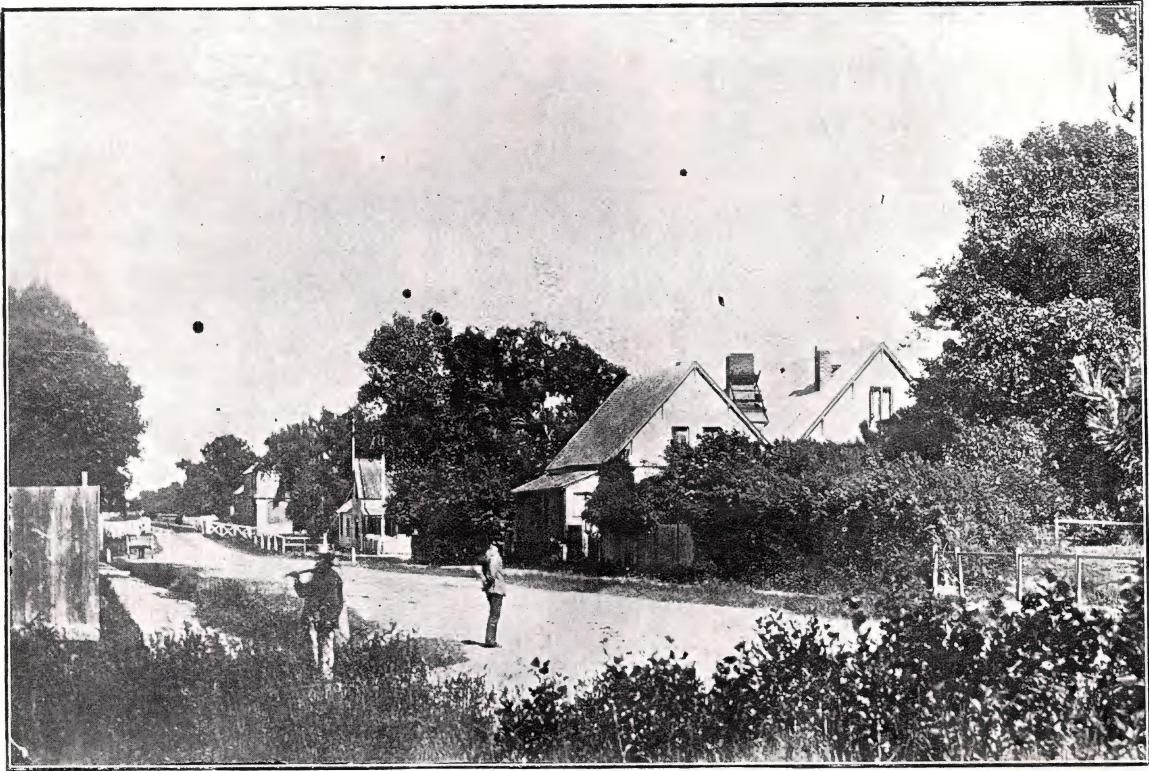
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Worcester Street West, 1868.



Worcester Street West, 1928.

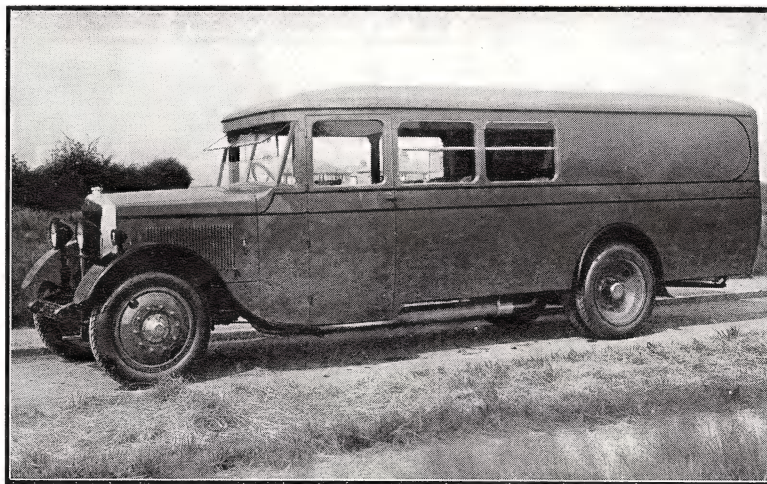
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CHRISTCHURCH**

engineering difficulties and lack of funds, and was not finished in its entirety until August 1857. The road from the Heathcote ferry to Christchurch was begun in March, 1851, and was carried through without delay and it at once proved a very great convenience. Three months later the road from Christchurch to Riccarton was actually opened for traffic and this can, with justice, be called a city road for at least a good part of its route. In December, 1851, the road from the city to Papanui was started, (also a horse-track from Papanui towards Kaiapoi), chiefly for the convenience of those who wanted to cart timber from the Papanui bush to town, and harrowing were the stories told by the old-timers about this highway. There were many swampy places on the line of this road, and, even in fairly dry weather, they were distinctly difficult to negotiate, while in the winter or after heavy rain, they were all but impassable, even for bullock drays. Numberless tales are told of drays and teams getting hopelessly bogged in Papanui road, and if one wanted to hear the oratorical efforts of the "bullockies" at their very best, that was the place to go and listen! However, as more and more shingle was dumped into the worst places, the road became more and more practicable, but for many years the highway to Papanui was a kind of nightmare to the driver with a heavy load and not too much traction power.

Of course, by the time the 'seventies came round Christchurch was fairly well off for streets, though even then, many roads, which are now as smooth as tar coating and roller can make them, were not even formed. As a matter of fact, what the City Council managed to do with the comparatively small sums at its disposal for street making was rather wonderful, and though there were always plenty of complaints from citizens about such and such a street being "impassable" or a mere "quagmire," these laments seemed to be promptly attended to by the Council, which certainly did the best it could under rather difficult circumstances. To do the best it could with the means at its disposal seemed to be the Council's maxim, but one looks in vain for the formulation of any great comprehensive scheme for the formation and maintenance of the city's streets over a reasonably long period of time, although a "Street Commission" had been suggested as early as May, 1862. It is true that on three or four occasions such schemes have been mooted, some of them workable, and some rather doubtful from a practical point of view, but a strange ill-luck seems to have dogged them, and none has been carried out in anything like completeness.

As has been indicated, the first use of asphalt in Christchurch was in the 'sixties, when the main

footpaths were treated, a few of them for their whole width, but most of them for only half their width, the balance of the path being coated with shingle. As time went on, more and more of the footpaths were wholly asphalted and then the Council proceeded to asphalt several of the more frequented crossings of the streets. For a good many years the busy crossings were the only portions of the streets to receive a top-dressing of asphalt, but in the late 'nineties the Council launched out more boldly in the matter of asphalt and some of the principal streets were treated where they ran through the busiest parts of the city. Cathedral Square was taken in hand about this time, and was given, at intervals, successive coats of tar and sand. There seems to have been no attempt to asphalt the Square in a manner that a present-day engineer would consider adequate, that is to say no thick coating of tarred macadam was ever spread over the city's civic centre, but, in spite of this, it has stood up to the constant traffic remarkably well and no casual observer could tell that it had been treated on other than strictly orthodox lines. Since the beginning of the twentieth century, the Council has done an immense amount of work in properly tar-macadamising the streets of the city and at the present time rather more than twenty miles of streets so treated must be placed to the Council's credit.

To revert to the older roading schemes, there are at least three which stand out in the history of the Council. The first was introduced by the Mayor, Mr Eden George, about April, 1893; the second, by Mr T. E. Taylor, when Mayor, in 1911, and the third, by Mr J. J. Dougall, during his term as Mayor, in 1912. Mr Eden George is certainly unique among the many Mayors of Christchurch, for he was called to the position of Chief Magistrate of the city without ever having been on the City Council at all, nor had he, apparently, any particular experience, or knowledge, of the work done by local bodies. He had, as he said himself, "come straight from business pursuits," but he thought that, by applying himself for three hours a day to the task of learning the work of the City Council, he would absorb all there was to know about the business in three months, and he then guaranteed to bring forward a scheme for the thorough reorganisation of the Council's work that would surprise and delight the citizens. Mr George was a great advocate of asphalt, and he proposed to treat about five miles of the city's principal thoroughfares at a cost of about £14,500, whereby, as he explained, the existing mud and dust nuisance, which was a real scourge, would be done away with. In this he was undoubtedly correct, but as he seemed to be at loggerheads with the majority of his Council most of the time he was



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Mayor, it is not surprising to learn that little, if any, of his roading scheme ever came to fruition.

Mr T. E. Taylor's scheme was of an entirely different character and quality and, but for his deplorably sudden death, it is probable that some definite benefit to the city would have accrued from it. Briefly, in May 1911, Mr Taylor proposed that a loan of £100,000 should be raised, with which he considered about 40 miles of the principal streets could have been tar-macadamised, at a cost of £89,000; special machinery at Birdling's Flat, and contingencies, accounted for the balance of £10,800 of the loan. However, the loan was not authorised by the ratepayers, and the matter lapsed for a space. The next year, the new Mayor, Mr J. J. Dougall, brought forward another scheme, similar in many respects to Mr Taylor's. This provided for the raising of a loan of £120,000, with which 30 miles of tarred macadam were to be provided, at a cost of £72,000; 30 miles of tar painting, at £24,000; reconstruction of footpaths, at £12,000, and a distilling and mixing plant, etc., at the quarry, at a cost of £12,000. The ratepayers, however, did not favour the proposal, and it, like Mr Taylor's, was lost sight of. The last, and most comprehensive and elaborate, roading scheme which has received the approbation of the City Council, is that published but a month or two ago by the Council's Engineer, Mr A. R. Galbraith. This scheme, which was the result of a most painstaking and exhaustive enquiry into the condition of all the city's streets, roads and

bridges, and which necessarily takes into consideration the great question of motor traffic, would involve the expenditure of over a million pounds to carry completely into effect, but the first proposal, which is shortly to be put before the ratepayers, concerns the raising of a loan of £220,000, with which the first part of the proposed work is to be done. Up to date, of course, it is not possible to say what the result will be.

This is a convenient place to indicate the steps the Council has taken to provide the city with the necessary road metal for street construction and maintenance. In the beginning, the numerous shingle pits in the city were drawn on, stone from the quarries on the Port Hills also being used to a lesser extent. For many years the Council bought its stone from contractors who owned quarries, but, at last, it became possessed of a quarry, or at least a site for a quarry, of its own at Kaituna. This was never opened, however, and it was not until 1925 that the Council actually owned a quarry of its own, in working order. In that year the Halswell Quarries were purchased, a property covering 73½ acres, now fully equipped with modern plant for the purpose of obtaining road metal of different kinds from which not only the city, but the adjoining counties of Halswell, Heathcote and Waimairi, and several of the adjacent local bodies, are supplied. On an average, about 28 men are employed here all the year round and it is estimated that there is sufficient metal in the quarry to last the city another century.



The Council's Quarries at Halswell



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The Draining of the City.

Christchurch, being a city on a plain, with very little fall in any direction, its proper and efficient drainage has always proved a serious problem for the engineer, though not, by any means, an insuperable one. For many years the city's drainage system must, even by the most lenient critic, have been classed as rather crude, and a more severe arbiter might, possibly with justice, have said a number of unpleasant things about it. It was the City Council that was the pioneer in tackling this problem, and on the shoulders of this body fell the task of dealing with the matter for thirteen years or so, until the formation of the Christchurch Drainage Board at the end of 1875, when the latter body took the burden upon itself. Until the Board was formed, no workable basis of agreement could be arrived at between the City Council and the numerous smaller local bodies that ringed it in, and it was apparently impossible to formulate a really comprehensive scheme for city drainage. The result was that though the Council did some fairly extensive work in connection with the removal of storm and surface water, the equally important, or perhaps more important, problem of dealing with the sewage from the city's dwellings was, perforce, handled in a manner which would be regarded as insufferably primitive in these days.

The Council's first attempt was made to cope with the surface water and it put in a drain parallel with, and about four chains north of, Moorhouse Avenue and thence, by the Ferry Road, to Radley. This work sufficed, for a time, to deal with a good deal of the surface water, helped by the rivers Avon and Heathcote, which also acted as drains. As the city grew, however, a demand also grew up for something better and more efficient and, about 1872, the Council built a brick sewer from Selwyn Street to Fitzgerald Avenue and from thence along Tuam Street to Ollivier's Road. From this point the water was carried by what was known for many years as the "Pig Trough" to the Estuary.

The first Christchurch Drainage Board was elected on 17th December, 1875, under the Christchurch District Drainage Act of that year, the Board being given control of the whole of the drainage in an area which included close on 31,000 acres, and it was shortly after this date that the real history of the proper drainage of the city begins. The first work of the Board was to deal with the rivers and the surface water, and it was not until 1879

that a start was made with the construction of sewers as we now understand them.

A great pest, so far as the rivers were concerned, was the enormous growth of watercress, which obstructed the flow of the water and caused almost unbelievable trouble. With regard to the introduction of this curse, an interesting little bit of information is given by the late Mr S. C. Farr, who was one of the 40 or so passengers who came to Akaroa in the ship "Monarch," in March, 1850. He tells us that Mr William Deans, of Riccarton, made the journey over to Akaroa shortly after the "Monarch" arrived, and while in that township, he noticed some watercress growing and expressed a wish to take some back with him to plant in the Avon near his house. "I took him," says Mr Farr, "to a fine bed growing at the back of the French magazine. We got a basket from a Maori and filled it and he went off with his prize. Alas! What trouble it caused in after years! The cress that was growing in Akaroa, by the way, was first brought to the place from Sydney, by the French ship, the 'Comte de Paris,' in 1841." So much for the watercress, which cost many thousands of pounds, one way and another, to abolish.

The first city sewer, other than a mere water sewer, was put in in the northern portion of the town, and it emptied into the Avon, opposite the Baptist Church. This sewer is still in use, but, of course, no longer empties into the Avon, having been dipped by syphon under the river and carried to the pumping station. To deal with the physical condition of the city, the Board found itself obliged to adopt the expensive process of pumping all the sewage and establishing a sewage farm. The first pumping station was erected at the intersection of Tuam Street and Matheson's Road, Linwood, and a large tract of sandhill country, 451 acres in extent, was acquired at Bromley, four or five miles from the city, towards New Brighton, for the farm, which has been carried on for many years with conspicuous success. Up to the present year, approximately 215 acres of the sandhills at the Sewage Farm have been brought under cultivation and a very large quantity of farm produce is grown every year on the place by means of sewage irrigation, which produces heavy crops of many different kinds.

It was about the end of 1882 that the pumping station was completed and the pumping of sewage to the farm began, and, as the years went by, the



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citizens of Christchurch gradually took advantage of the modern methods of sanitation afforded them. At the present time the Drainage Board has been responsible for laying, and controls, 219 miles of sewers, and the weight of the sewage pumped has risen from 1,700,000 tons a year in 1883, to about 10,000,000 tons a year now.

Altogether the Drainage Board has raised £1,102,000 to deal with the drainage of the city and its surrounding districts, made up as follows:—February, 1876, £100,000; October, 1876, £100,000; 1900, £25,000; 1903, £7000; 1905, £100,000; 1923, £700,000 and 1927, £70,000. Starting with

a steam driven plant in 1883, a change was made to suction-gas engines and electric pumps in 1908, and, in 1917, the whole plant was electrified, using current from the Lake Coleridge hydro-electric power station. Some people have questioned the wisdom of spending so much money on drainage, but a fairly good answer to this statement is the fact that just before proper drainage in Christchurch was established the death rate was 26 per thousand; now it is between nine and ten per thousand, which means that at least 30,000 lives have been saved, according to figures given by the chairman of the Board, a year or two ago.

The Lighting of the Streets.

Though not nearly so vast or expensive a work as the making of the streets, the more or less efficient lighting of them occupied the attention of the City Council in the early 'sixties and has been gradually improved until now there is very little indeed to complain of.

Shortly after the first Council's initial meeting in 1862, it had the matter of street lighting brought up before it, but the subject did not seem to create much interest, and, after being briefly discussed, it was adjourned "sine die"! A few of the Councilors, however, refused to let the matter rest, and a month or so afterwards, an ambitious scheme to light the city with kerosene lamps—the suggested number of which ranged from 20 to 69—was propounded. A scheme was finally decided upon and tenders were called for "lamp-posts and lanterns." These were placed, of course, at the most frequented or most dangerous places, and the first two were erected on the "Papanui Bridge," which we now call the Victoria Street bridge. By about October, 1862, the "lanterns," or, at anyrate, some of them, were in full use and the original number was gradually increased as the citizens worried the Council to light

up their particular areas. These old street lamps used kerosene as the illuminant, and the keeping them supplied with oil was a rather expensive amusement, one early tender mentioning a price of 8/9½ a gallon, for the best quality.

On the 5th May, 1863, the Christchurch Gas, Coal and Coke Company was formed and then began the era of gas lighting for the city. The first gas lamp for the streets was lighted on 24th December, 1864, and the system grew with the growth of the city and its requirements, the old oil lamps being withdrawn. By 1876, there were 152 gas street lights in existence, by 1893, 590, and the peak was reached in 1914, when the number of street gas lamps was 1,237. From that date, of course, the gas lamps were gradually removed and their place was taken by electric lights served from the Lake Coleridge supply. With regard to the street lighting of the city by gas it is interesting to note that, until May, 1900, all the burners were of the old ers were installed in all the lamps, with very considerable benefit, so far as lighting was concerned.

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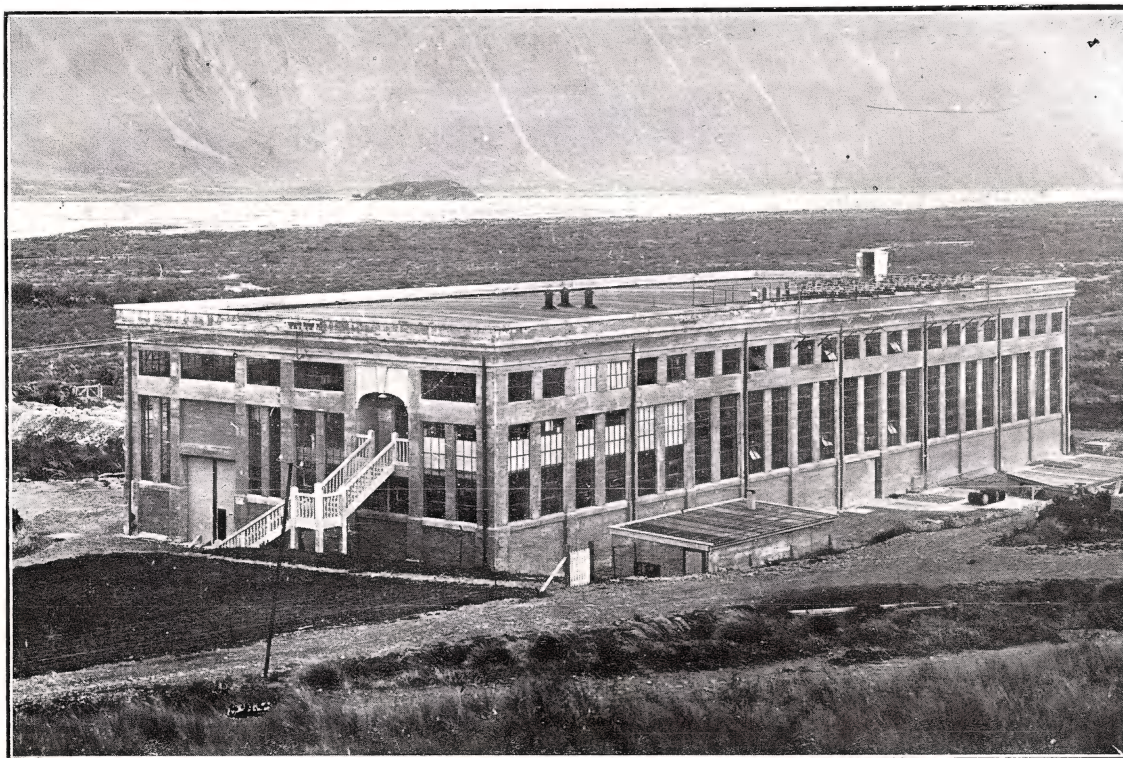
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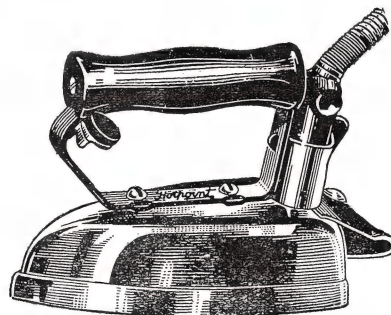
As the Christchurch City Council has had a good deal to do with the various proposals to utilise hydro-electric and other methods of producing electric power in Canterbury, it is legitimate here to glance back briefly at the history of this extremely important movement.

It may be news to some to hear that Christchurch narrowly escaped being lit by electricity as far back as 1891, when a New Zealand firm made attractive proposals to the Council to install an electric-lighting plant for the purpose of lighting the City's streets. The offer was first made in April of that year, four schemes being laid before the Council for its consideration. The first provided for 100 arc and 60 incandescent lamps; the second for 60 arcs and 200 incandescents; the third for 50 arcs and 200 incandescents, while the fourth provided for 400 incandescents and no arc lights at all, the prices per annum for the service varying with the different kinds of lamps that were to be provided.

The Council was evidently much struck with the scheme as a whole, for it was very favourably im-

pressed with the advantages of electricity, and, even as far back as 1889, it had enquired into the merits of the system and had even gone so far as to advertise in England and America, calling for tenders to supply the city with light. Tenders were duly received, but all of them involved the spending of more money than the Council had to expend, so the subject was dropped in the meantime. In 1891, however, the tender of a New Zealand firm was within the means of the Council and, but for the fact that the Christchurch Gas Company, which had the lighting of the city in its hands at the time, greatly lowered its price when the matter of a new contract came up, it is exceedingly probable that the Council would have closed with the offer to install electric light. As matters stood, the Gas Company's proposal was too tempting, and, in December 1892, it gained its point and the Council signed another contract with it for street lighting.

Twenty-nine years ago, Mr A. Dudley Dobson, afterwards engineer to the City Council, outlined the first really practicable scheme for the production of



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hydro-electricity, in a report dated October, 1899. Two proposals were detailed in the report, the most feasible being to take water from the Waimakariri River, just above the Gorge Bridge, for the production of power, by which at least 5,000 kilowatts could have been generated. Public meetings were held in connection with the proposal—the late Mr T. E. Taylor, M.P., taking an active and inspiring part—which was also carefully considered by the Council, and the scheme had gained considerable headway with the citizens when the Government stepped in with a very much bigger proposal, which, it was thought, could supply electric power to the whole Province. Lake Coleridge was demonstrated to be a suitable site for this proposed new power station in 1904, but, in the meantime, the City Council had decided to establish a comparatively small electrical supply for the central portion of the city, as an adjunct to the refuse destructor, which had been built in 1901-2. The following year it was decided to utilise the hitherto wasted steam from the destructor boilers for the generation of electricity, and a plant was installed for this purpose consisting of two steam generators, of 100 kilowatts each, which plant was subsequently

much enlarged. By August, 1903, public supply was commenced and rapidly grew in popularity, the number of consumers increasing from 60, in 1904-05, to 1623, in 1914-15, and the number of units sold from 39,432, to 1,375,738. Other installations for the production of electric power in the city were the plants of the Christchurch Tramway Board, which commenced operations in June, 1905, and the Christchurch Drainage Board, started in July, 1908, which, however, did not sell current to the citizens.

In February, 1913, the citizens authorised the raising of a loan for distributing electric power in the city and suburbs, and, in June, the City Council and the Government agreed on a workable basis of cooperation in connection with the production and distribution of electric current. Four months later, the Christchurch Electrical Supply Empowering Act was passed, authorising the City Council to make advances to citizens who wished to install electricity in their homes, and, on 25th November, 1914, the Lake Coleridge Hydro-Electric installation was formally opened by the Premier, the Right Honourable W. F. Massey. The city was supplied with current very soon after this and the ceremony of turning it on for the street lighting took place on 22nd May, 1915.



The Municipal Electricity Department's Offices and Showrooms

The new supply of heat, light and power leapt into favour almost at once, to grow in popularity with the residents of Christchurch, both for private and business purposes, from that day to this.

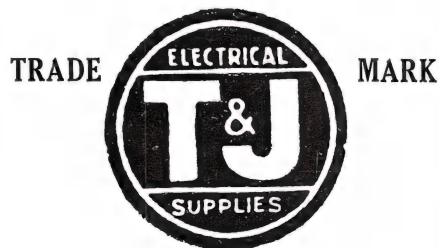
The City Council has taken control of the whole of the reticulation within the city boundaries. It purchases electrical energy, in bulk, from the Government and retails it to the consumers in the city, besides supplying some outlying boroughs and county councils adjacent to the city, having for this purpose, its own transforming and distributing stations in convenient localities. The old destructor and tramway plants are now merely used as stand-by stations in the event of any emergency.

Such an enormous demand was experienced by the City Council for electricity, that within seven years or so from the commencement of its supplying the citizens, there were signs that the station at Lake Coleridge would not be able to meet requirements unless the power plant was decidedly enlarged. The Council therefore instituted an investigation of additional sources of supply in 1922, and the possibilities of a station at Otarama, on the Waimakariri River, were examined by Messrs Chas. B. Hawley

and Company, hydro-electric engineers, of Washington, U.S.A., on behalf of the Council, who reported favourably on the proposal. An Enabling Bill was promoted by the Council to provide increased borrowing powers, but this was not passed by Parliament, except in so far as it provided for increased expenditure for the investigation. The Government itself then undertook to enlarge the plant at Lake Coleridge and negotiated with the City Council for a further bulk supply contract, which was completed in 1925, providing for a twelve year supply, based on the Waimakariri rates.

That something in the way of increasing the supply in the comparatively near future will have to be done, either by the Government or the City Council, is certain. The history of electricity in the city of Christchurch has shown clearly that the demand for current has nearly always exceeded the supply, and already the load on the extended plant at Lake Coleridge is rapidly approaching its capacity. The Government has under consideration hydro-electric developments on the Waitaki River, but the city also possesses, in the Otarama proposal, assured possibilities of supply, only 42 miles distant, which are

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puddled out in the rain to cut wood for a smoky stove.

¶ It took Mother a whole day to do her washing.

¶ When night came they all huddled round one lamp.

¶ It was in those times that cleaning the home first come to be called house "work."

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get perfect cooking heat in a moment, on a range of a cleanliness undreamt-of in those far off days. ¶ Modern electric lamps light every corner of the biggest rooms. ¶ Modern washing hardly requires the wetting of the hands.

¶ Electric sweepers and heaters make hours-cleaning easy and quick.

¶ *Yet despite these almost magical improvements, despite the almost insignificant cost of electricity, some people still use 1868 methods.*

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DEPARTMENT

FOR HEALTH'S SAKE--USE ELECTRICITY

undoubtedly of great value and which can be economically developed. If this were done the immediate future would be reasonably safe.

To revert to the subject of street lighting in the city. Directly current was available steps were at once taken by the Council to replace all the existing street gas lamps by electric lighting. By the year 1918, there were only 59 street gas lamps left of the 1,237 in existence in 1914, and electric lights of greater candle-power had taken their place.

Figures are generally regarded as boring in the extreme, but the following little table will show very graphically the extension of the street electric lighting system during the past decade, and it must be borne in mind that it is always being enlarged as necessity requires:—

	1918.	1928.
Number of lamps, 1000 c.p.	29	29
" " " 250 c.p.	118	372
" " " 100 c.p.	1,723	2,770
" " " 60 c.p.*	—	6
*(Railway station traffic signs)		
Total lamps,	1,870	3,177
Total candlepower	228,200	399,360

A significant feature of street lighting supplied from hydro-electric sources, as compared with that of a fuel plant, is that there is nothing gained by turning off the lamps at any particular time at night. Consequently, all-night lighting is the adopted practice. Apart from other reasons, such lighting is all the more necessary in these days of very much increased motor traffic, and further, from another point of view, all-night lighting is almost the equivalent of an augmented police force.

A few more figures will show the general growth of the city's electrical supply for the same ten years as above, for it must be remembered that the street lighting is but a small portion of the Council's electrical business:—

	1918.	1928.
Capital outlay	£264,757	£614,780
Annual revenue	£49,674	£182,180
Number of consumers	4,906	26,448
Maximum load, k.w. . .	2,260	8,078
Units sold	6,735,209	29,119,422

This table shows that while the capital outlay is more than doubled, the load, units, revenue and number of consumers are now four or five times the number recorded in 1918. A very significant feature, after the Lake Coleridge supply of current was available, was the rapid development of the use of electricity for industrial purposes, until now it has practically replaced all alternative sources of power. Domestic and other lighting was equally rapid in its widespread adoption, and, within the past few

years, there has been an enormous increase in the use of electric ranges for cooking, electric radiators for house and office heating, in the electric heating of water and irons, and in the use of electric pumps for raising water. There are at least 1,653 electric ranges and 2,051 water heaters installed in Christchurch in the area under the control of the City Council alone, and these figures do not include Fendalton, Cashmere, Riccarton or other areas, where there are undoubtedly many more. No figures are available for electric radiators, but they must certainly number thousands, used in both private residences, business premises and offices, where the convenience of a safe and portable heat is thoroughly appreciated. It may be said without fear of contradiction, that of the many factors which have brought the city of Christchurch into the prominent position it occupies, the splendid supply of cheap electric power is one of the most important, and it would probably be impossible to find a citizen, however conservative, who would care to live under the old conditions.

Christchurch has certainly taken its electric supply to its heart, and has now become dependent upon Lake Coleridge to an enormous extent. For example, should the current be cut off by any catastrophe, a very large part of the city's life would be seriously held up. We now rely upon Lake Coleridge to a great extent, though not wholly, to pump all the water in connection with the city's high-pressure water supply; electricity is the chief driving force in connection with the city's sewerage and drainage system; it provides the motive power for the trams, though, to be sure, the Tramway Board has an emergency plant of its own; the hospitals depend upon it for much of their important work; the citizens would be more or less lost without it for light in the streets and in their homes, and also, to a lesser extent, for heating and cooking; the "pictures" and theatres rely on it to give their popular entertainments; schools and colleges would be hard hit without it, and even many of the churches count on the help of electricity to blow their organs!

Christchurch is at present better off than any other town or city in the Dominion with regard to this now almost indispensable adjunct to modern existence, and to the City Council all honour must be given for this state of affairs. It took the leading part—as was its duty—in the intricate and difficult business of arranging for a supply of electricity, and it has successfully carried out the by no means easy work of reticulating the city, and establishing and managing a thoroughly up-to-date and efficient retail supply department, which has proved a boon to the citizens, and—what is more satisfactory still—an undoubted success financially.

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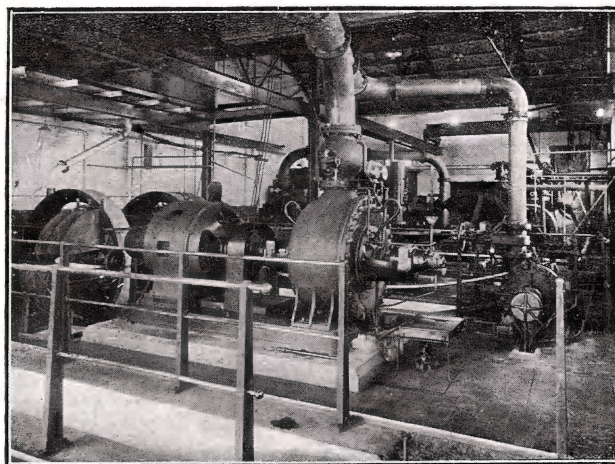
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The Water Supply of the City.

When the original citizens of Christchurch wanted water they went down to the Avon with a bucket and got it, or else dipped it up from the cleanest looking pool in the nearest swamp. This method certainly had the advantage of simplicity, but it was obviously not a method that could endure for long. Then came the shallow well era, water, in most parts, being found a short distance from the surface and being raised either by bucket and windlass, or by pump. The presence of the deeper artesian supply, was, as yet, unsuspected, and no one dreamt what a boon it was to prove to the city as a whole. It is said that the first artesian well was sunk in February, 1858, at Taylor's brewery on the north side of the Avon, somewhere along the present line of Victoria Street. This, however, is very doubtful, for there was a number of springs of water along this line, and, as the alleged "artesian" flow was struck at only twenty feet deep, it is much more likely that the driven pipe tapped a strong spring. In 1862, however, artesian water was undoubtedly found in several places, and, in February, 1863, the Council decided to sink three experimental wells in the city and also encouraged the citizens to sink wells by procuring a boring plant, which it hired out on easy terms for the purpose. It is interesting to note that the first artesian well in the city was completed in February, 1864, at the corner of Tuam Street and the Ferry Road, its depth being 81 feet, and the Council constructed a concrete tank on the spot as a kind of memorial of the occasion. The next was sunk in March, in the Square, and the third in April, near the City Hotel. Wells, worked by ram, windmill or hand pump, were the main, in fact almost the only source of water for the residents of the city, right up to the time when the high-pressure system was established, though rain-water from the roofs, collected in tanks, augmented the supply from the wells.

In 1903, the first steps were taken to establish a much-needed high-pressure water supply for the

city. Plans were prepared by the Council's engineer, and the Council adopted them and then asked the ratepayers for authority to borrow £100,000. The proposal was emphatically negatived in February, 1904, probably because the majority of the ratepayers had already spent substantial sums in providing themselves with a more or less adequate water supply and naturally objected to being rated for a general scheme. In June, 1907, another loan poll was taken, and this time the citizens authorised the Council to "carry on." Briefly, the scheme provided for the



The Interior Pumping Station, Cashmere Hills.

establishment of a pumping station at the southern end of Colombo Street, the supply of water being obtained from first stratum artesian wells, pumped to a reservoir on the Cashmere Hills and gravitating from there to the city pipe lines. This scheme was carried out, the installation being completed in June, 1909, when the pumping machinery was started for the first time. Undoubtedly the high-pressure water supply was urgently needed, particularly for the purposes of drainage and fire-prevention, though possibly the citizens themselves could have managed to



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get along fairly well with their previous supply, which was a very good one, on the whole.

From the institution of the high-pressure water supply to the present day improvements have been made in the system as the demands upon it increased, and, to-day, the whole city is served with the indispensable element. The source of the supply nowadays is from no fewer than 31 deep wells, of which 22 are situated at the Cashmere pumping station, three at Sydenham, three at St. Albans, and three at Woolston. Of the 22 Cashmere wells, five are 6-inch, three 7½-inch, five 8-inch, four 8½-inch, four 9-inch, and one 14-inch, all drawing water from the first and second strata. They yield approximately 7,200,000 gallons of water a day, at their greatest rate of flow, and discharge into a concrete pumping tank of 248,000 gallons capacity, from which the water is pumped to the service reservoir on the Cashmere Hills, this reservoir holding 1,380,000 gallons and being at an elevation of 245 feet above Cathedral Square. All the three Sydenham wells are 4-inch, and one of them is driven to the third stratum, having a depth of 527 feet. The three St. Albans wells are 9-inch and descend to the second stratum, about 300 feet. In addition to these 28 wells, there are three new ones situated at Woolston, two of which are finished and the third nearly completed. The first is a 16-inch well, going to the first stratum; the second, a 6-inch well to the third stratum, and the nearly finished one is an 8-inch well, driven to the second stratum. The rate of flow of these new wells has not been definitely ascertained at present, but it is estimated that they will yield about one million gallons of water a day, and so the total supply from all sources should be the very imposing amount of 9,685,000 gallons in the 24 hours, made up as follows:—Cashmere wells, 7,200,000 gallons; St. Albans well, 840,000 gallons; Sydenham wells, 645,000 gallons and Woolston (approximate), 1,000,000 gallons, which should, one would think, suffice for the needs of the citizens for some time to come. A new substation is to be built at Woolston in the near future, with the idea of augmenting the supply and “boosting” the pressure and, with regard to the said pressure, it may be mentioned that at present this is between 95 and 100lbs to the square inch, in the mains at the centre of the city.

The high-pressure water system of Christchurch has now been brought to every portion of the city, the last small part that was not previously supplied having been completed a few weeks ago. Now the citizen who needs water—and the citizens of Christchurch seem to use a tremendous lot per head—has

merely to turn a tap and a plentiful supply of the sparkling, limpid element gushes forth, to be used on his garden, in his house, or on himself. Of course, many, if not all, of the old time private wells are still in existence, but they, which were the sole source of supply, are now regarded as auxiliaries only. Most of the windmills, which could be seen by the hundred in old Christchurch, have vanished, and the great majority of the rams also, not to mention the array of water-tanks on high stands which were a feature of, if not an ornament to, nearly all premises in the olden days. Now Christchurch residents rely, almost entirely, on their excellent high-pressure supply, for which boon, of course, they have to thank the City Council, which carried out the work in the face of a quite considerable measure of opposition in the earlier days of the scheme.

Two important points about the high-pressure water supply are, firstly, the very much greater factor of safety it has conferred upon the city in connection with protection from fire, and, secondly, the vastly increased degree of efficiency it has made possible in the sanitation of Christchurch. Both these matters must be remembered, with thankfulness it is hoped, when this great work of the City Council is called to mind. Before the high-pressure supply was established, there was undoubtedly a grave danger, in many of the most important portions of the city, that a serious fire might break out and that the Fire Brigade would find itself hopelessly handicapped by an entirely inadequate supply of water to fight it with. The then Superintendent of the brigade, Mr E. Smith, did not mince matters. He gave the then Mayor, Mr—now Sir Henry—Wigram, a clear warning of what was likely to occur. On 11th December, 1903, he definitely named no fewer than eleven large business firms whose premises it would be very difficult to protect in case of an outbreak, because they were all at a considerable distance from the river, and relied for protection on small tanks which would soon be pumped dry, no other supply being available. How sound Superintendent Smith's opinion was, was unfortunately proved beyond doubt, for in the four or five years that elapsed between the utterance of his warning and the installation of the high-pressure supply, no less than six of those eleven firms' premises were wholly, or partly, destroyed by fire, and a seventh had a very narrow escape, the adjoining property being burned! Now, however, no one need tremble at a possible lack of water to cope with any fire that may reasonably be expected to occur, and both citizens and Fire Brigade can rest comparatively easy in their minds.

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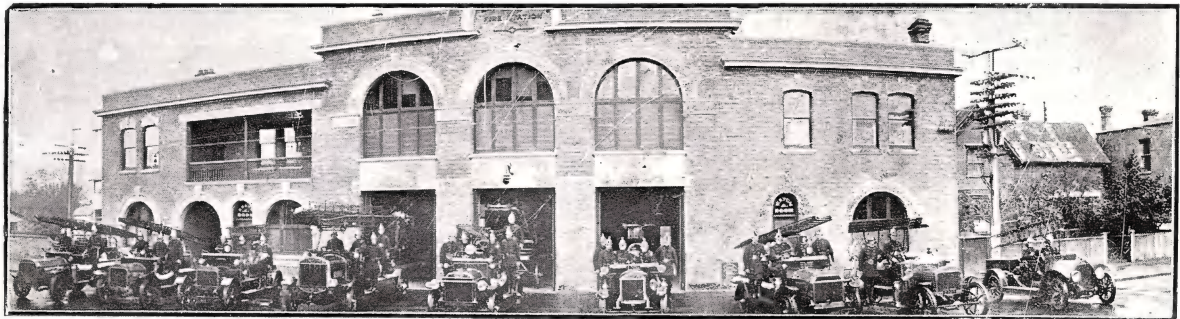
Fighting the Fire Fiend.

In a city like Christchurch, where, probably, ninety-five per cent. of the residences are built of wood, though, of course, the majority of the business places are now constructed of brick, stone or ferro-concrete, the danger from outbreaks of fire has been an ever present one, right from the early days. For the first ten years of the city's existence there was no really organised system of fire-fighting, and, when a conflagration occurred, it was a case of all the neighbours to the rescue, and the energetic efforts of a bucket brigade, or something of the sort, was about all that could be depended upon to put out a blaze.

At the end of 1859, however, a move was made to establish a volunteer Fire Brigade, Mr Joseph Bailey being prominent in the formation of this force, which was actually constituted in 1860, and was twenty-five strong. Probably as a reward for his

Brigade. These Fire Police remained in being until well into the 'seventies and used to assist the Brigade at fires.

The first big fire the Brigade had to tackle was the Cashel House fire, commencing where the D.I.C. now stands and ending at the A.I. Hotel. It was found that the small engine was not of much practical use, and, shortly afterwards, the Provincial Government sent to England and purchased a hand engine for 30 men with which good work was done. A few years after this a real steam fire-engine—the first that ever crossed the Line—was purchased by voluntary subscription, and the strength of the Brigade was raised to 50 men, who were all needed, for, to begin with, the steamer was pulled to the scene of a fire by hand! This was hard labour, with a vengeance, on the roughly metalled roads of the '60's, and the hauling gang was usually absolutely



Main Fire Station, Lichfield Street

work in organising the C.V.F.B., Mr Bailey was elected its first Superintendent, but the Brigade can hardly have been a happy family, for Superintendent after Superintendent succeeded one another in rapid succession, there being no less than five during a period of eight years! One of the insurance companies presented the Brigade with its first engine, which was christened the "Candle Box," and the engine house was next to where Tattersall's now stands in Cashel Street.

In those days some of the insurance companies in the city used to have fire brigades of their own. Houses insured by a company would have a metal notice attached to the front wall with the blazon of the company on it. On a fire occurring the companies' brigades would turn out with the C.V.F.B., but if they saw some other company's notice on the burning property, they would go home again! There was also a body of men known as the Fire Police, who were, in fact, the forerunners of the first Fire

exhausted if the fire was any distance from the engine-house. Of course, as time went on, horses were used.

A prominent Superintendent of those early days was Mr William Harris, who kept everyone well in hand, but he resigned in 1867 (to be elected again in April, 1869), and then the Brigade went to pieces and shortly afterwards resigned in a body, and handed over the whole plant and the station, which was in Market place (Victoria Square), to the City Council.

The Council stepped into the breach nobly, and, not without considerable trouble, got the Brigade once more reorganised and into working order. From that time to the era of the Christchurch Fire Board in 1907, the City Council controlled all the fire-fighting in the city and generally modernised the plant, as occasion demanded, besides building the first proper Fire Brigade station in 1870-71, in Lich-

field Street, and then the Chester Street Station and the second Lichfield Street Station.

In June, 1895, the old Christchurch Volunteer Fire Brigade was once more reorganised. Superintendent E. Turton relinquished his position, and a new Superintendent, E. Smith, was appointed by the Christchurch City Council. At this period there were two stations, one, in Chester Street, being the main station, while a subsidiary one was situated in Lichfield Street, on the site of the present warehouse of Messrs Ross and Glendinning. The Brigade's plant consisted of:—a manual engine, two horsed steamers, two horsed chemical engines, and one 45ft extension fire escape, which had to be pushed and pulled by man-power to the scene of a fire, if needed. In 1896, a locally built 65 foot extension ladder was added to the plant.

The re-organised Brigade's official title was the Christchurch Fire Brigade, and all the old Brigade's plant, as enumerated above, was taken over by the reorganised force, which was still a volunteer Brigade. The old Brigade had consisted of approximately 45 officers and men, and the new one was manned by practically the same number, there being a Superintendent, four foremen and 37 men, a total of 42. The chief fire station was in Chester Street, just off Colombo Street, backing on the river, with the station in Lichfield Street as a secondary depot. In 1900, a new station in Lichfield Street was built at the corner of Madras Street; and the present Lichfield Street Station, between Madras and Barbadoes Streets, was built in 1912-13, when the old Chester Street head station and the previous Lichfield stations were done away with by the Christchurch Fire Board.

The Brigade that was now in being attended to all the fires which occurred within the area of the city and also turned out to fires in the adjacent boroughs of St. Albans, Linwood and Sydenham. The Railway Fire Brigade, which had a big steamer and a force of 15 men, used to also turn out, if required, to the bigger fires that occurred.

In those days there was no high pressure water system and water had to be obtained from a number of big underground tanks and certain smaller aboveground tanks dotted about the city. The only other source of supply was from the river Avon, or from the surface-water sewers which lay under certain of the city's streets. All this supply was, of course, within the boundaries of the city, but the outlying boroughs were not nearly so well off. St. Albans had a reasonably good supply from the several creeks that run through that particular district, but Linwood and Sydenham were very badly off for

water, and, in fact, great dependence had to be placed on the horsed chemical engines for fire-fighting in these districts.

With regard to fire alarms, there were then but ten electric alarms, all in the city area, and when fires occurred in the outlying districts, reliance had to be placed on the ringing of the fire-bell. The bell was also used for fires in the city, a different number of strokes being given to denote which ward of the four the fire was in.

With the establishment of the present Christchurch Fire Board, in 1907, the existing Brigade was taken over, together with all its plant, valued at £4,750, from the City Council. The first meeting of the new Board was held in July, 1907, the first chairman being Mr J. D. Hall. Superintendent E. Smith carried on as chief of the Brigade until 1909, when he resigned, and A. M. Erck, a Melbourne man, was appointed Superintendent. Very soon after the Fire Board had taken control, it found that a purely volunteer Brigade was not sufficient for the needs of the city, and four officers and eight firemen were appointed as the nucleus of a permanent Brigade, the services of volunteers being, of course, made use of as occasion demanded. The Board still used the same stations, Chester Street being the main one, with Lichfield Street, St. Albans and Sydenham stations as subsidiary, the two last named having been built by the St. Albans and Sydenham Borough Councils before they came into Greater Christchurch. The Woolston station was taken over by the Fire Board in 1921.

In May, 1912, Superintendent Erck resigned, and the Fire Board then appointed C. C. Warner to the position, which he still holds.

The first plant in the service of the Board was that which had been taken over from the Council, but the Board bought from Superintendent Smith, on his resignation, a 14 h.p. Siddeley-Wolseley motor fire-engine which, at that time, was the only motor engine in the Dominion, at a cost of £608. The Board then made arrangements to purchase a 30 h.p. Thornycroft motor chemical engine, which came to hand in the latter part of 1908 and is now stationed at St. Albans.

Still the fire alarm system was practically in embryo, with ten boxes in the central area, but arrangements were made with residents of the suburbs who had telephones, to use them, in case of necessity, to notify the fire stations.

Christchurch has the rather doubtful honour of being the scene of the biggest, or, at anyrate, the most expensive, fire which has ever occurred in

New Zealand, for on 6th February, 1908, occurred the now historic "Strange's fire," which caused damage estimated at £300,000. At this time, of course, there were practically no automatic alarms installed in the bigger business places, as is the common practice now.

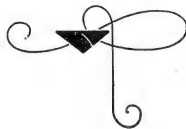
In 1907 the citizens carried the vote for the installation of a high-pressure water supply, and, by 1910, the high-pressure water was available for fire extinction purposes in the city, the system being extended from time to time since that period until it now covers the whole of Greater Christchurch, which includes the boroughs of St. Albans, Linwood, Woolston and Sydenham as well as other areas.

By March, 1912, the permanent staff had been enlarged to 23, made up of Superintendent, Deputy-Superintendent, two engineers, one foreman and eighteen men.

The plant at this date consisted of four motor chemical engines, three steam fire engines, three horsed chemical engines and a 65ft telescopic ladder. The fire alarm system was also gradually ex-

tended, until, instead of ten boxes in 1907, there are now 166 electric street fire alarms, while private and public buildings connected to the station by automatic alarms, have increased from one to 47. The last of the horses which were the locomotive power of the old Brigades was discarded when the Brigade changed over to its present new central station in Lichfield Street, in September, 1913, and the plant was brought right up-to-date by the installation of motor transit for all machines and engines.

At the present time the plant in the Central and St. Albans stations consists of:—four motor turbine pumps, (one 70 h.p., and three of 50 to 55 h.p., with a pumping capacity of 1800 gallons a minute); three motor chemical fire engines; one motor pump, with a capacity of 100 gallons a minute; one Tilling-Stevens, petrol-electric, 87ft, telescopic fire escape ladder and one runabout motor-car for the use of the Superintendent. The value of the present plant and buildings is now estimated at £38,500, as compared with the total value of £12,168 for plant and buildings at the date the Fire Board took control.



Big Fire in Lichfield Street, 1908.

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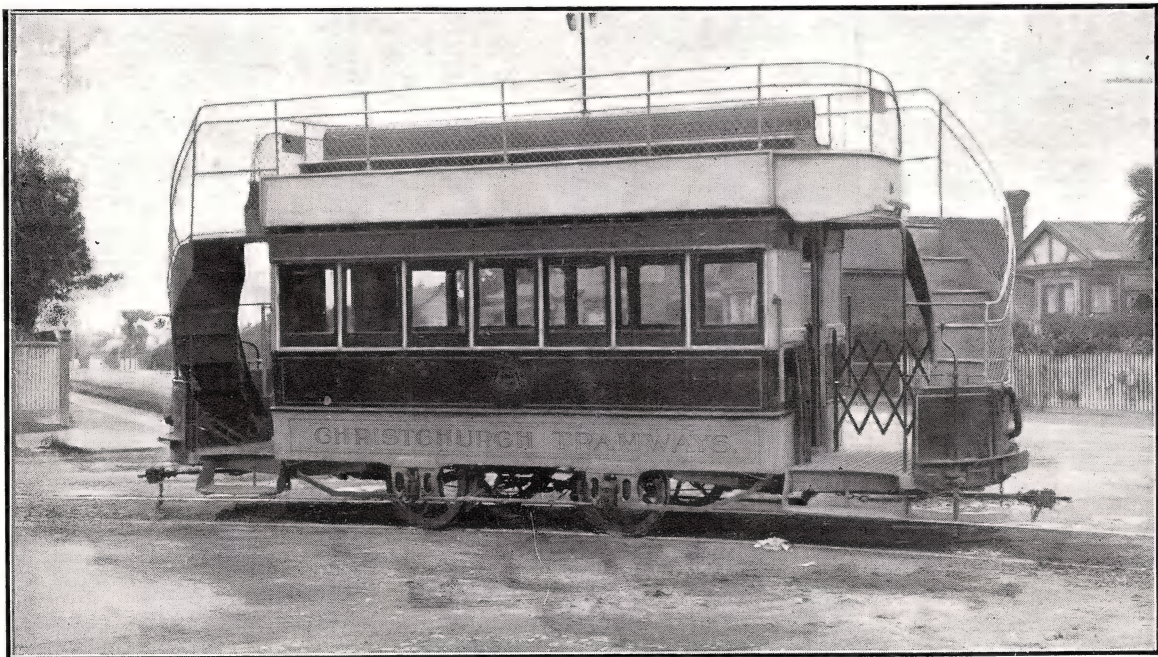
Transportation in the City.

From the very early days the City Council had a great deal to do with the regulation of the various methods of transport in the city, a function which, of course, it still exercises. In the very beginning there was, naturally, no regulation, and the few owners of carts and drays, whether used for public or private purposes, had things very much their own way and did practically just what they liked. It is on record that the first wheeled vehicle, a dray, was brought over the Bridle Path on 17th August, 1852, and, later in the same year a spring cart used to run, as a sort of omnibus apparently, on the Ferry Road, from Christchurch to the Heathcote Ferry, being grandiloquently named Beresford's Royal Mail Cart, the last word being rather an anticlimax!

On 3rd June, 1863, quite an event happened in Christchurch, for the first cab stand was established in the city—for one cab only—the licence to drive the vehicle being issued to a Mr Dunn, who therefore has the honour of being Christchurch's first cab-driver. Later on, of course, cabs, both four-wheelers and hansom's became very numerous, and there are still a few of these relics remaining, in spite

of the competition of the automobile. "Stage carriages," as they are called in the minutes of the Council, also became numerous in the 'sixties, and these omnibuses, as we should call them now, catered for the residents of the suburbs, who were probably glad enough to get a reasonably cheap ride into town from their houses a mile or so out from the centre. These "stage carriages" lasted well into the twentieth century in Christchurch, and their lineal descendants are the various motor 'buses which carry citizens out to the outlying districts and are, as is generally admitted, a very great convenience.

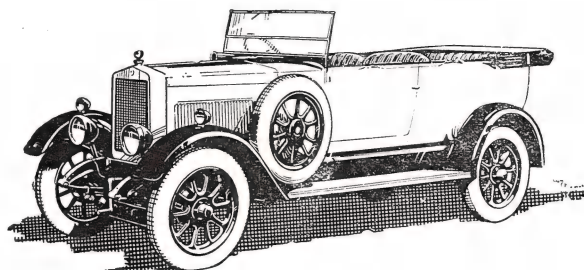
In such level country as the city was situated upon it was inevitable that the pioneers should soon think of trams and tramways. About the middle of 1854, a well-known citizen, John Ollivier, is found petitioning the Provincial Council in favour of a tramway from Christchurch to Sumner, but nothing definite appears to have been the result of this petition. In the 'sixties, tramways became fairly numerous, though they were not, of course, passenger carrying tramways, but were used to serve sawmills, brickworks and other enterprises of a like nature.



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One of the first fairly imposing tramways was built in the 'sixties. Its rails were of wood and its route lay along the Lincoln Road, the line being used to bring in stone from quarries on the Port Hills. This line was afterwards extended towards Little River by Mr William White, who built the first bridge over the Waimakariri River, and it was used to bring timber and other produce to Christchurch from the Peninsula. Twenty-nine years after the first "Pilgrims" arrived, that is to say in 1879, the Canterbury Horse and Steam Tramway Company was formed, to carry on for some years until pressure of circumstances forced it into liquidation. From this company emerged another, the Christchurch Tramway Company, which carried on and really served a fairly wide district. For example, a line ran from the Cathedral to Papanui; another to Addington; a service was established to Woolston, later extended to the Ferry Bridge, and another to what is now known as Sydenham Park. As time went on the lines were carried on to Sumner, to Sunnyside, and to the Dyer's Pass Road.

The City Council also dabbled in tramways, and, in the late 'eighties, it constructed a line from the old City Council yards, on the Avon's bank, opposite the Clarendon Hotel, through Cathedral Square to the Linwood cemetery, which is on the road to New Brighton. This "Cemetery Tram Line," as it was rather gruesomely named, cost about £7,600. and was built out of a £25,000 loan raised when the new cemetery was established. According to the Council's minutes, it was designed "to be used for three purposes, (1) the conveyance of dust and rubbish, (2) the removal of night-soil and (3) for funeral purposes."

One of the Mayors of the City, when speaking in 1891, in connection with an offer to purchase the Council's line by the New Brighton Tramway Company, remarked sorrowfully that the line had never been a success for the purpose of carrying the citizens to their last resting place. Nor, apparently, would the night-soil contractors use it, and the only benefit the Council had received from it was for the removal of dust and rubbish! The Council, in what was apparently a well-meant effort to popular-

ise the cemetery, had even provided a special hearse, nicely fitted up to hold four corpses, if necessary, but even this delicate attention failed to really attract the citizens, who steadfastly refused to use the municipal tramway hearse provided for them! Eventually the Council leased their line to the New Brighton company, which extended it to the sea-side borough.

Several proposals to construct tramways in various parts of the city were made at various times in the 'nineties and one company, called the City and Suburban Company, was actually formed and made a line to Burwood and on to the North Beach, but the time was fast approaching when a change for the better was to be made.



FRANK THOMPSON,
General Manager Christchurch Tramways.

The idea of electricity as the motive power for trams, instead of horses or steam, was gaining popularity fast in the early years of the twentieth century. Auckland abandoned its old style trams in 1902, and installed electrically driven ones, and the other cities felt they should try to follow this good lead. The Christchurch Tramway District Act, 1902, was passed, and a body, which was afterwards to become the Christchurch Tramway Board, was created.



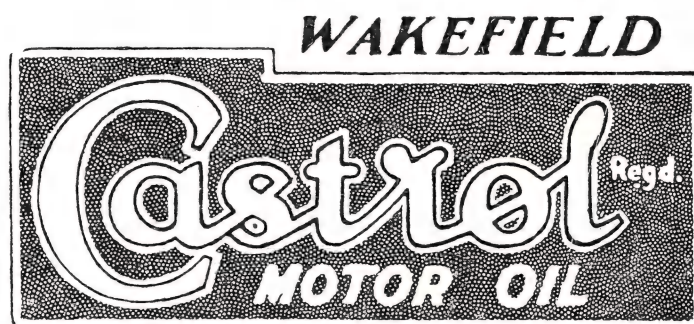
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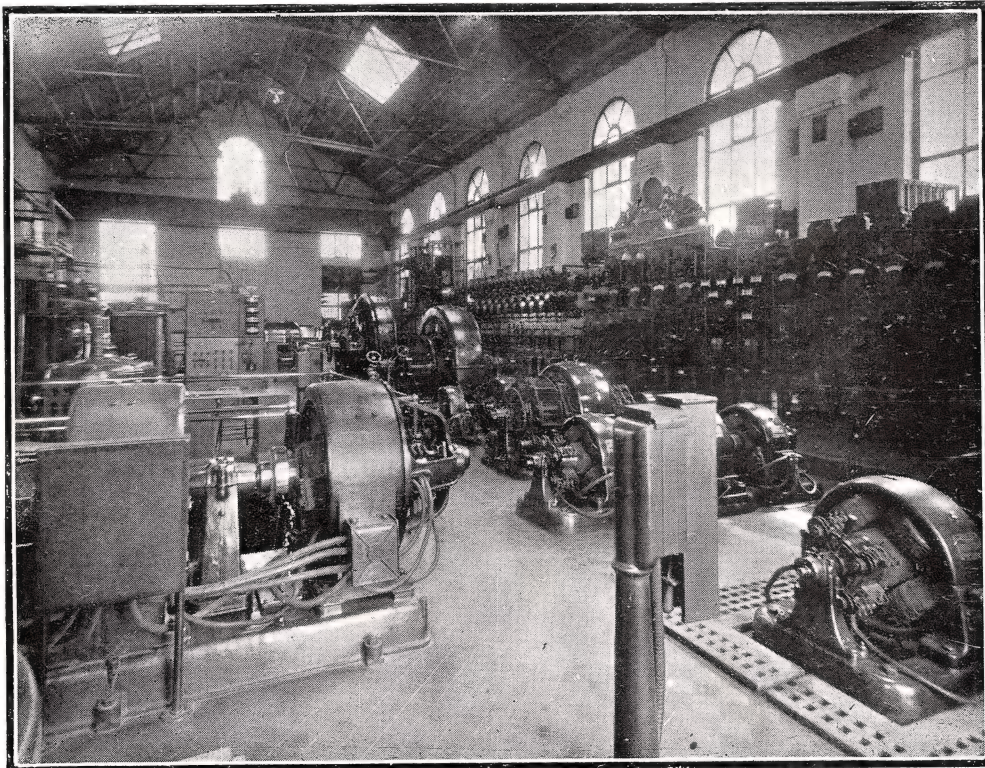


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At one time it was proposed that the City Council should be the paramount governing body for municipal trams, but there was a good deal of jealousy caused by this suggestion and the Council promptly smoothed matters over by announcing that it had no objection to the formation of a Tramway Board elected by the several local bodies interested in tramway matters and this was finally done. The Christchurch Tramway Board held its first meeting on 20th January, 1903, Mr W. Reece being the first chairman, and on 16th June the ratepayers authorised the raising of a loan of £250,000 for an electric tram service. The Board took over the existing lines of the Christchurch Tramway Company, the New Brighton Tramway Company, the City and Suburban Company, and the City Council line, paying a total sum of £40,359 for the properties, this sum

including £18,738 for goodwill, and on 17th May, 1905, it launched the new venture, which has been in constant operation ever since. From 1905 to 1916, the Board generated its own electrical current, but since the latter year the power has been obtained from the Lake Coleridge hydro-electric power station. Since the original loan of a quarter of a million was floated the total capital expenditure has increased to £1,270,766, £168,166 of this amount being contributed, free of interest, from tramway reserve funds. When the Board took charge of the system, it took over 55 trailers and eight steam engines; it now possesses 90 electric cars and 98 trailers, and it also owns 11 motor omnibuses. It controls 79 miles of lines, and it carried 25,693,662 passengers last year. Its employees number 731.



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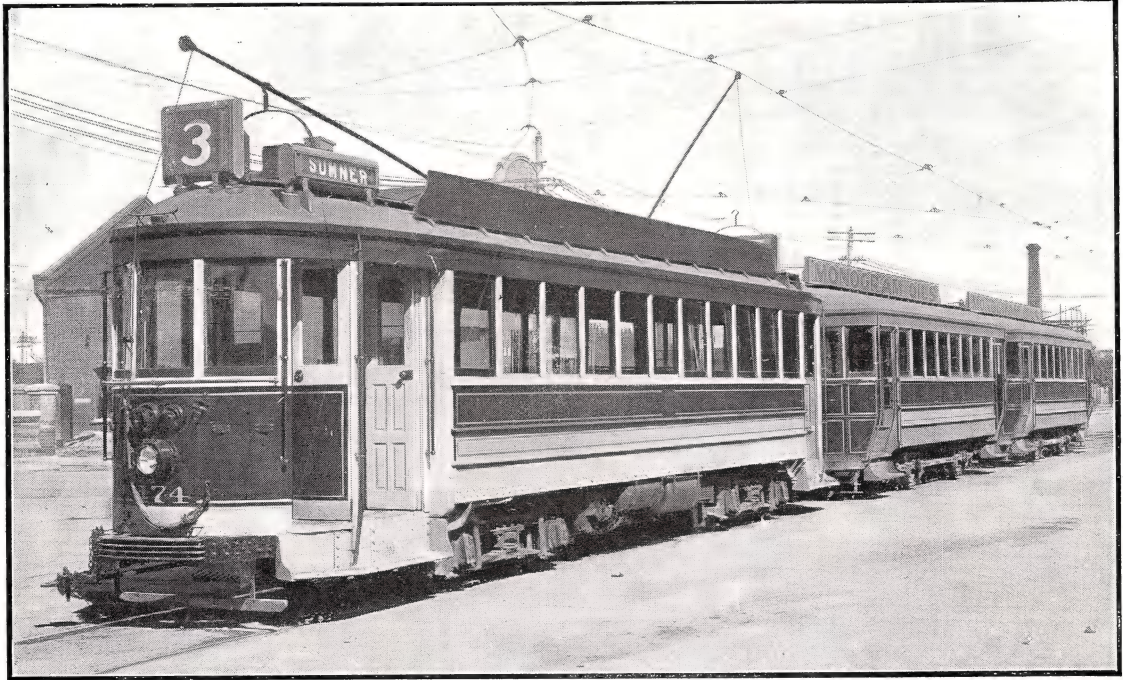
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CHRISTCHURCH is a City on Wheels

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Bicycle competition with Tramways is bad enough, but fortunately for the Tramways, Bicycles have but one rider (as a rule). Not so the Motor Car.

The private Motor Car owner is a hospitable soul and cannot refrain from picking up his friends at Tramway stopping places.

Every time this happens, and it happens in thousands of cases weekly there is a coin missing from the conductor's bag. Yet the Motorist and his passengers share in the ownership of the Tramways, and demand that they should pay their ways.

The writer of this "ad." knows full well that this appeal will fall on deaf ears, but he has to fill this space somehow.

ANOTHER ATTEMPT

You are a very lucky motorist if, after allowing for depreciation, your travelling costs you less than **TWELVE PENNIES PER MILE.**

Yet Tram travelling costs you less than **ONE PENNY PER MILE.**

Still deaf ears?

ONE FINAL WORD THEN

Tram travelling is much safer. In the last analysis.

LIFE AND LIMB

of you and your children is your most precious possession.



The Latest Type of Bus.



The One-Man Safety Car.

Traffic Control in the City.

Traffic control in Christchurch, for the first half-century of the city's existence, can, perhaps, be best expressed by a minus sign. In other words, there was none, but, during the last decade, this important department of the Council's activities has grown by leaps and bounds, until, at the present time, it occupies the undivided attention of a special staff numbering sixteen persons.

The appointment of the present Chief Traffic Inspector, Mr H. Macintosh, in 1913, was the first step the Council took to control the traffic of the city, and for six years this official had the whole burden of traffic control on his shoulders, being employed in office work for a large portion of the day, and putting in his "spare time" on a "push-cycle," and later on, on a motor-cycle, regulating, as far as was possible, the vehicles on the streets. In 1919, it was clear that Mr Macintosh would have to have some assistance, and the city's first "traffic inspector" was appointed, to be followed by another in 1922, two more in 1925, four more in the following year, and five in May, 1927. To-day, the traffic control staff consists of the Chief Inspector, thirteen traffic inspectors and two clerks.

Between the appointment of the first two officials by the Council, and May, 1927, the police force took part in the regulation of traffic. A contract was entered into between the Council and the Police Department, early in 1922, whereby the latter undertook to supply three constables for point duty and traffic regulation, these being stationed at the Bank of New Zealand corner, at the Colombo Street and Cashel Street intersection and at the Clock Tower. The efforts of the policemen were supplemented by the Council's inspectors (or vice-versa) until about May, 1927, when five more inspectors were engaged by the Council and it took over the whole work of traffic control within the city.

An important part of the work of the department consists of the licensing of vehicles and drivers, and the practical testing of drivers of motor-vehicles, and it is interesting to see how the nature of the traffic on the streets has changed during the past twenty years or so.

In 1906, for example, there were licensed by the City Council, 132 horsed cabs; 225 horsed carriers' vans; 6 horsed omnibuses, and two taxis.

In 1916, the number of horsed cabs had dropped to 38; horsed carriers' vans, to 169; horsed omnibuses, to 2, and the number of taxis had risen to 133, while there were also on the licensing list, 18 motor 'buses and 11 motor carriers, this being the very first appearance of motor 'buses and carriers' lorries on the Council's records.

The most recent batch of figures refers to 1927, and here we see among the vehicles licensed, 12 horsed cabs; 110 horsed carriers' vans; no horsed omnibuses; 176 taxis; 63 motor 'buses and 121 motor carriers' lorries, besides 17 service omnibuses.

The high-water mark of registrations for the different classes of vehicles occurred as follows:—horsed cabs, 132 in 1906; horsed carriers' vans, 331 in 1907; horsed omnibuses, 7 in 1905; taxis, 218 in 1920; motor 'buses, 118 in 1924 and motor carriers, 177 in 1925.

As an example of the volume of traffic, of all sorts, which passes through the heart of the city during nine and a-half hours of the day, a few figures may perhaps be quoted from some traffic returns, taken at the Bank of New Zealand corner, one of the busiest places in Christchurch.

In 1915, the procession was made up of, bicycles, 7779; trams, 580; horse carriers, 286; taxis, 221; private motor-cars, 297; motor-cycles, 503; motor vans, 96; horsed cabs, 64; horses and traps, 72; trade carts, 124; horsed drays and lorries, 96; and motor omnibuses 0, the total being 10,118.

In 1928, the figures were, bicycles, 9636; trams, 1020; horse carriers, 45; taxis, 328; private motor-cars, 2496; motor-cycles, 480; light motor vans, 469; motor omnibuses, 56; motor lorries, 141; horse cabs, 11; horses and traps, 12; trade carts, 55; drays and lorries, 30, and "sundries", 14, a grand total of 14,793. It must be remembered that during the past five years there has been a period each day, between 5 and 5.15 p.m., when all vehicular traffic going north is forbidden to pass through Cathedral Square, and is diverted to the west during this intensely busy period. This regulation has, of course, vastly lessened the amount of traffic that would have otherwise showed on this latest traffic return and made it much more striking from a comparative point of view, but even as it is, the total is imposing enough.

The Council's Housing Scheme.



A Typical Home.

The City Council's housing scheme is a work which has been most successfully carried out, and it has undoubtedly proved of the very greatest benefit to a large number of deserving citizens who, by its means, have been enabled to become the proud possessors of homes up-to-date in every particular, which it is very doubtful that they could have obtained but for the helping hand afforded them by the Council.

The scheme first began to be talked about in 1920, and, by the end of that year, it had assumed a form concrete enough for the Council to negotiate, early in 1921, a loan of £10,000, £2,000 of which was raised in January, 1921, and the balance in September of that same year. Between April and August, 1922, a further £5,000 was raised, to be followed by the raising of a similar sum between May and November, 1923, and the total of £20,000 was augmented, between December, 1924, and April, 1925, by a still further sum of £10,000 which brought the grand total to date, to £30,000. This money the

Council had procured from the State Advances Department and the loan had a currency of $36\frac{1}{2}$ years, the rate of interest being $4\frac{1}{2}$ per cent.

The Council used it for the purpose of assisting citizens to procure for themselves homes, and the scheme had several good points about it that are worthy of note. For example, every prospective home builder was allowed to choose the locality of his section of land without any interference or coercion on the Council's part. If a man worked in the northern part of the city he would naturally like his home to be somewhere handy and he was at perfect liberty to find such a section as appealed to him in a locality that he desired. All the Council reserved the right to do was to be sure that the price to be paid for that section was a fair and reasonable one.

Another good point was that the Council did not attempt to interfere with the design of the house. The citizen who was negotiating a loan was allowed

as free a hand in this connection as he had been with regard to the locality of his section. He could go to any builder he liked, to do the work, and he could have a house planned to suit and please him personally. In all these matters the Council wisely kept very much in the background, giving its client an almost absolutely free hand and only making sure that he was getting good value for his money. This much the Council had to do, of course, because, its security for the money advanced being the land and building, it was bound to protect itself to the extent of making sure that both were worth the money paid for them.

The result of the Council's "free hand" policy has been that in no place has a collection of workers' dwellings arisen, with its almost inevitable sameness and drabness of design. On the contrary, the homes in which workers have been assisted to get by the Council are now scattered all over the city, in scores of different localities; there is no sealed pattern design, every man's ideas being given free scope, and the only way one can tell that the home is one that the Council has assisted to purchase and erect is that it probably looks up-to-date and desirable in every particular.

With the £30,000 received from the first lot of loan monies the Council established 38 homes and made 38 families happy. The individual loans were issued some for $25\frac{1}{2}$ years and some for 30 years, the interest and sinking fund charges on the first type being a total of £6 16 2 per cent., while the charges on the longer period loans amounted to £6.9.4 per cent. per annum.

Between March and May, 1926, the Council raised another £15,000, this time from the State Fire Office, the currency of the loan being for 30 years, at $5\frac{1}{2}$ per cent. with $1\frac{1}{2}$ per cent. charge for sinking fund, and at this stage the Council came to a decision that the maximum amount for any one loan should be £750. Twenty-one advances were made from this loan at a total charge of £7.4.6 per cent. per annum, which on a loan of £750, equalled a payment of £1 0 10½ per week by the borrower. Later on in 1926—so keenly did a large number of the citizens wish to take advantage of the Council's scheme—it was decided to raise still another loan, and £15,000 was borrowed from the Mutual Life and Citizens' Assurance Company, of Sydney, New South Wales. The currency of this loan was also for 30 years, and the rate of interest was $5\frac{3}{4}$ per cent., with a charge of £1.8.0 per cent. for sinking fund, and from it 20 advances were made under the same conditions as those of the previous loan.

Between October, 1927, and the present day, so many applications have been received by the Council for loans that it has now asked the Government for permission to raise a loan of £75,000. The Council did not get this permission, but it was told that it could raise one-third of it for a thirty year period, at $5\frac{1}{2}$ per cent., with a sinking fund charge of £1.10.0 per cent., and this is now being done by the City Treasurer by the sale of debentures, as opportunity offers.

From the last loan of £25,000, 33 advances of the full amount of £750 has been allocated, the charges for which are the same as those of the previous loan.

Finally, to bring the matter right up-to-date, the Council has once more approached the Government for permission to raise yet another £25,000, and it is now engaged in carrying out this intention, with the idea of making another 33 advances, on similar terms to the previous two loans.

Altogether the Council has raised the very respectable sum of £110,000 for its housing scheme and has made 145 advances, which means of course, the building of 145 homes. Every applicant for a loan has to put down a deposit of, at least, £50 towards the purchase of his section and house, but the Council can justly claim that "it does the rest." In choosing which of the multitudinous applicants for loans shall be the privileged ones, the Council does not go on the "first come first served" principle. Every case is considered strictly on its merits and an effort is made to help the most necessitous cases, in other words, those whose circumstances make it most difficult for them to arrange their finances. So it will be seen that it is not always the man with the best security that the Council picks out to receive a loan. In spite of this, and in spite of the rather alarming prophecies made by opponents of the housing scheme before its inception, the Council has not yet had any property thrown back on its hands for realisation and only on comparatively few occasions have the payments due on loans been behindhand, this usually being a temporary embarrassment due to the breadwinner of a family being out of work for the time being. On the whole, the Housing Scheme of the Christchurch City Council may be classed as a distinguished success and it certainly has been an undiluted boon to a great many families, who are enabled to live in a modern, attractive house instead of, in many cases, an old insanitary one, and at a cost almost invariably much lower than that they were paying before.

Other Activities of the Council.

The Christchurch City Council engages in a good many other activities besides those which have already been described at some length, and it is proposed here to deal with these, rather sketchily perhaps, owing to the exigencies of space, but sufficiently to enable the reader to gain a reasonable idea of their character and of the wide scope of the Council's work.

THE OLD TOWN HALLS.

The efforts that were made during the past twenty years or so to procure a Town Hall for the city have already been alluded to, and, although they were quite unsuccessful, it must not be understood from this that Christchurch has never owned a Town Hall. On the contrary, the city has been the more or less proud possessor of two, but this was in the very early days, and it has to be confessed that since 1870 Christchurch has been without a building which some consider necessary to the city's dignity.

The story of these old Town Halls is not without interest. It was as early as 1853 that James Edward Fitzgerald, the first Superintendent of Canterbury, proposed that a company should be formed to erect such a building, which, he stated, was much needed. He suggested for a site the section then owned by Mr Wakefield, where the United Service hotel now stands, which could certainly have been a fine central position. Financial support, however, could not be obtained for Mr Fitzgerald's proposal and nothing was done. Four years later, a Town Hall Company was formed, which proceeded to erect a wooden building on part of the site now occupied by Messrs. Strange and Company's premises, in High Street, the Provincial Government granting the rather trifling sum of £300 towards the cost of the building. For this, the Government was given the use of a front room and the privilege of having the first claim to the use of the Hall proper. The Town Hall was opened on 1st October, 1857, and a good deal of use was made of it for one purpose or another, the Provincial Council holding one of its sessions there in 1858.

In 1862-3, another Town Hall was built, next door to the old one, and just north of it. This edifice, which cost £3000, was constructed of stone and was a decidedly attractive looking building, much more ambitious in size and design than the first. The opening ceremony was performed on 16th September, 1864, and, in 1868, a new supper room was

added, but the hall seemed unfortunate and it suffered so severely from an earthquake in June, 1869, that it was soon afterwards pronounced unsafe, and was condemned, so far as public use was concerned. In 1871, it was sold to a Mr Nathan, for £3,900, but some hitch apparently occurred in connection with this transaction for, at the end of 1873, we find the building being put up again for sale, this time to pass into the hands of Mr E. Strange, at the enhanced price of £7,000. Since the closing of this Hall, 58 years ago, Christchurch has been without a Town Hall, but many of the burgesses still have hopes of rounding off the citizens' possessions in the near future.

THE CITY CEMETERIES.

At the beginning of its career, the City Council did not have much to do with the control of the city's only cemetery. This old original burial ground, where a great company of the pioneers rests, is situated in Barbadoes Street, and a special Board looked after its interests and generally controlled it. In the 'eighties, however, an agitation arose for the closing down of the place, and this was eventually done, the Council then establishing the area on the road to New Brighton, generally known as the Linwood Cemetery, which covers an expanse of about 26 acres. The other two burial grounds which are now under the jurisdiction of the Council are those at Sydenham and Bromley, having area of 17 and 26 acres respectively. A portion of the latter cemetery is set aside for soldiers, for whom free plots are provided, and the Council also subsidises the Tramway Board, and guarantees it from any loss incurred from the running of a motor omnibus service for the benefit of elderly people who wish to visit the cemetery.

THE CITY LIBRARIES.

Though the chief library of the city is looked after by the Board of Governors of Canterbury College, the City Council certainly does its share in providing literature for the citizens. It contributes generous annual grants for the libraries at Linwood, Sydenham, Addington, St. Albans, Woolston, Waltham, Papanui and St. Martins, where a total number of 49,057 books is kept, 2,144 of which are for juveniles. Including the number of books which is available at the Public Library, the residents of Christchurch can make their choice from 95,557 tomes, grave and gay, while the younger people are provided with 5,600 to pick from.

Phones: 6107, 6223.

Phones: 6107, 6223.

BROMLEY'S

BUTCHERS

199 PAPANUI ROAD

OUR MOTTO: Primest Quality; Reasonable Prices.

ORDERS DELIVERED DAILY.

Civility and Prompt Attention Guaranteed.



Portion of the Avon, before the willow trees were planted, 'looking' north-east from 'the' site of the Magistrate's Court, 1869, in the foreground is Victoria Street Bridge in course of construction.

MUNICIPAL BAND CONCERTS.

Music is another pleasure which the Council provides for the benefit and improvement of the residents in the Cathedral City. It subsidises four brass and military bands, and one pipe-band, which provide frequent concerts during the season in the several band-rotundas in the different parks. Usually, between forty and fifty concerts are given in a season and there is no doubt whatever but that these entertainments are exceedingly popular and are thoroughly enjoyed by the many thousands of people who gather to listen to them.

THE MUNICIPAL ABATTOIRS.

To return to the more strictly utilitarian side of the Council's activities, brief mention must be made of the municipal abattoir, the destructor, the swimming bath and last, but not least, the newly established municipal market, about which a good deal of controversy has raged, pro et contra. The abattoir, which is situated at Sockburn, on an area of land which covers 114 acres, was started twenty-five years ago and it long since proved itself a decided acquisition. All the stock destined to provide meat for the dwellers in the city is handled there under hygienic conditions and adequate expert supervision and inspection, and this business has grown to such an extent that additions to the buildings and plant have been due for some little time now. Certain necessary improvements have been supplied out of revenue, as the ratepayers threw out a proposal to raise a special loan for the enlargement of the abattoirs, but the matter will certainly not be lost sight of, and, as a matter of fact, the Council is definitely making provision for enlarging and modernising the buildings and plant.

THE CITY DESTRUCTOR.

As regards the destructor, it was about 1901 that it became clear that a radical change would have to be made in the disposal of the refuse of the city and it was decided to install equipment for dealing with it. This was accordingly done, at a cost of about £12,724, the plant commencing work on 2nd June, 1902. Since this date the destructor has been constantly engaged in the necessary work of converting thousands of tons of what might well prove a menace to the health of the people into an innocuous, though not decorative, mass of material, that is eventually disposed of by deep burial in some of the Council's outlying reserves. Besides serving this useful purpose, the steam from the destructor plant was used, until a short time ago, for heating the water in the big municipal swimming pool, but this is now principally done by means of the splendid supply of electric current from Lake Coleridge, for which the citizens of Christchurch can never be too grateful. When the destructor was built, it was hardly anticipated that the city was going to receive such a sudden increase in population and size as took place in 1903, and the consequence was that since that time the plant has been worked at high pressure to cope with the refuse that has to be dealt with. However, the Council has now received permission from the Local Government Loans Board to raise a loan for the purpose of installing a modern refuse masticator and purchasing wagons, at a cost of £3,170. The Council also proposes to relieve the pressure at the destructor by experimenting with some of the less objectionable refuse as filling for the hollows in Smart's Pond. This refuse, when it is tipped will be immediately covered to prevent the possibility of any nuisance being created.

Three large electric generators are installed in the destructor building as part of the plant, but these are now reserved as a stand-by plant merely, to provide current in the possible event of a break-down in the supply from Coleridge.



The Municipal Abattoirs, Sockburn.

*The Wonderful Artesian Water
of Christchurch*

makes the

**MUNICIPAL
TEPID BATH**

*The finest in the Southern
Hemisphere*

Electrically heated and freshly filled every morning with 125,000 gallons of crystal clear water.

During the off season there are plenty of opportunities for learning to swim.

Parents owe it to their children to see that they learn this delightful health-giving accomplishment.

Adults owe it to themselves.

**Consult the Custodian ('Phone 2428) for
Private Lessons.**

Fees are very moderate. Male and Female
Instructors expert in the work.

It is easy to learn to swim if you are shown
what to do and what NOT TO DO.

**THE BATHS ARE OPEN EVERY DAY
IN THE WEEK.**



This young man of 10 years after a few week's Tuition in a school squad, half an hour twice weekly, gained his certificate from the New Zealand Amateur Swimming Association for swimming a mile.

LET YOUR CHILDREN HAVE A
CHANCE.



Tepid Baths—the Swimming Pool

THE MUNICIPAL BATHS.

The citizens of Christchurch are proud of their municipal swimming bath, and with reason, for it has been justly called "the finest indoor swimming pool in Australasia." The baths, public and private, were opened on 14th May, 1908, so that it has been in use now exactly twenty years, and never, during all that time, has its popularity been in doubt. The committee of the Council which is in charge of the baths does not make "profits" the chief goal of its work, for it is recognised that the principal consideration is to make swimming and cleanliness available to the largest possible number of people, and the consequence is that there is usually a small debit balance in the baths account, but against this must be put the fact that annually hundreds of children are taught to swim and the benefit to the community probably outweighs the trifling deficit by a sum which is not assessable, though real enough.

THE MUNICIPAL MARKET.

The last activity that will be touched upon is the recently established municipal market, which has now just about got beyond the experimental stage. Municipal markets are by no means a new

feature of Christchurch life. The pioneers evidently saw the benefit likely to accrue to the people through this facility for disposal of food-stuffs and the other necessities of life, and a prominent feature of the original city was its Market Square, the name of which was only changed to do honour to Queen Victoria on the occasion of her jubilee. In this Square—now known as Victoria Square—the citizens used to foregather on market days, and much business was done in the old Market Hall, which was fitted with a weighbridge, but has long since disappeared, of course. When the question of the formation of Greater Christchurch was being discussed in 1902, one of the advantages to the city that was expected, in fact almost promised, as a result of the big amalgamation, was the establishment of a municipal market, which was to bring the actual producers of food-stuffs into touch with the consumers, to the benefit of both. The ideals of the pioneers were thus to be realised; producers were to get better prices for their produce, consumers were to pay less and the middleman, was, to a certain extent at anyrate, to be abolished. For one reason or another the matter hung fire badly for a quarter of a century, until the present Council

took the decisive step and, just before Christmas, 1927, established a market on a sufficiently large scale to thoroughly test out the idea. The market is situated on a central site in Worcester Street, next to the Clarendon Hotel, on a section which is the property of the Council. Stalls, of a purely temporary nature, for the sellers of produce, (which includes meat, fish, poultry, fruit and vegetables chiefly), were erected under cover and fitted with a light and water supply. There is no doubt whatever that the public was very greatly interested in this new departure and it is as certain that the vendors have received a large share of its patronage. From a financial point of view, it appears that the Council has benefited, inasmuch as it is now receiving rents amounting to some £30 a week from a section which formerly was merely responsible for outgoings, amounting to £14 weekly. Whether the scheme completely realises the ideals of the pioneers seems to be a more debatable question, but it is one that practical test will settle definitely—probably in favour of the market—in a very short time now.

GROWTH OF THE COUNCIL'S STAFF.

To conclude, and to show how the City Council's staff has grown in size and importance, one may state that in the early 'sixties it consisted of about a dozen permanent employees and its weekly pay-

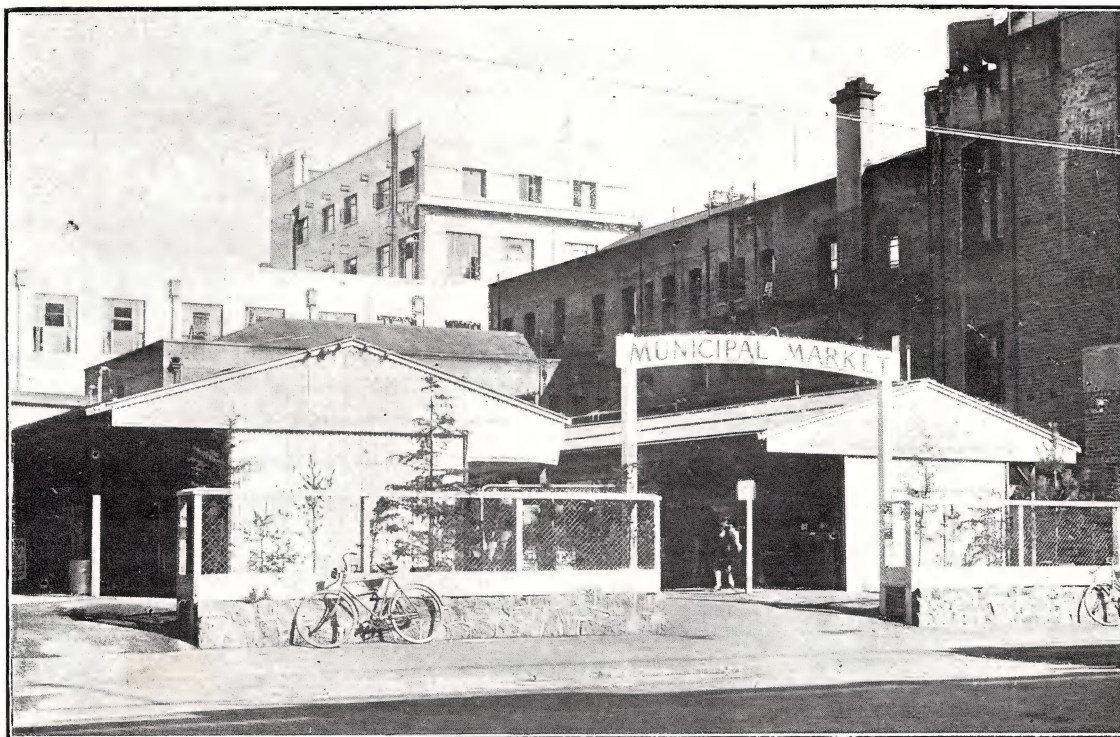
sheet (salaries and wages) amounted to about £38-£40. At the present time the Council has 699 permanent employees on its staff and the outgoings for salaries and wages amount to about £3,100 every week.

The following is a list of the Town Clerks and City Surveyors of the Christchurch City Council, from 1862, with their periods of service:—

Town Clerks: George Gordon, April, 1862, to November, 1875; Francis T. Haskins, December, 1875, to March, 1901; Henry R. Smith, April, 1901, to March, 1924; John S. Neville, April, 1924.

City Surveyors: Rowland Davies, April, 1862, to May, 1862; W. F. Moore,* May, 1862, to October, 1866; Cornelius Cuff, November, 1866, to October, 1873; H. M. Dennison, December, 1873, to June, 1874; Charles Walkden, July, 1874, to October, 1896; Oakley Archer, October, 1896, to March, 1900; Arthur Dudley Dobson, March, 1900, to August, 1921; C. R. A. Dawe, September, 1921, to March, 1925; A. W. de R. Galbraith, April, 1925.

*NOTE.—Mr Moore's period of service was a broken one. He resigned in May, 1865, and the Council did not make any fresh appointments until March, 1866, when Mr Moore was re-appointed, to act until October, (possibly November), of the same year.



The Municipal Market.

The Christchurch Cathedrals and Churches.

As "The Square" is the heart of the city, so is "The Cathedral" the heart of the Square and this memorial booklet would hardly be complete without some account, however brief, of the building of this edifice, which may be called the corner stone of the plan of the old Canterbury Association, and around which the whole life of our city circulates.

The original idea of the founders of the Association was to establish a Cathedral and College together in the Square, very much on the lines of Christ Church, Oxford, which College has a Cathedral within its gates, a Cathedral, by the way, which has the distinction of being the smallest in England. As many of the gentlemen who were prominent in the formation of the Canterbury Association had been educated at Christ Church, Oxford, it is reasonable to conclude that the capital of the Province of Canterbury is named after the ancient Oxford College, founded in the sixteenth century, by Cardinal Wolsey.

The first years of the new Canterbury colony were occupied by the pioneers in the hard and anxious work of getting settled and, by the time this was accomplished, the original idea of a College and Cathedral together in the Square had been altered. Christ's College gave up its right to certain lands in the Square, in 1858, but a site for the Cathedral was still reserved, first on the western side of Colombo Street, which was changed, a year later, to the eastern side of the street. On 21st October, 1858, a meeting of the members of the Church of England was held, at St. Michael's Church, at which the following resolution was passed:—"That in order to meet the growing wants of the diocese, it is expedient that a central Church, or Cathedral, be erected in Cathedral Square, so soon as a sum of money, not less than £2,000, has been raised." In December, 1858, the Provincial Government passed a grant of £10,000 for building and enlarging places of worship in Canterbury, from which the Church of England received £7,800, and £1,000 of this was at once set aside as a start for the Cathedral Building Fund, which sum was soon increased by about £700, that had been collected in London for the purpose. Mr—afterwards Sir George—Scott, who was recognised as the foremost ecclesiastical architect of the day in London, was asked to prepare plans for the Cathedral, which he did, but the actual work of building was he'd up in the meantime as no campaign for collecting funds had been really begun. This campaign, however, was commenced towards the end of 1862, and was very successful, for by April of 1863

the original sum had grown to the very satisfactory one of about £15,000. On 10th September, 1864, the superintending architect, Mr Robert Speechly, arrived in Lyttelton, from London, but even before his advent, the site for the Cathedral had been levelled and excavations had shown that there was a good firm foundation for the proposed edifice.

The laying of the foundation stone of the Cathedral was a great event, naturally, and it took place on 16th December, 1864—Anniversary Day. The ceremony was performed by Bishop Harper and it is lamentable to have to relate that the weather was atrocious for such an occasion. The clergy who took part in the ceremony, with the choir, gathered together at St. Michael's Church and marched in procession from there to the Square in a torrential down-pour of rain, but in spite of this the stone was well and truly laid by the Bishop and the choir terminated the proceedings with the singing of the "Hallelujah Chorus."

The foundations of the Cathedral were finished in 1865, and by the time the work was completed practically all the money that had been collected was expended. It was distinctly unfortunate that for some years Canterbury was very depressed financially, and the general lack of cash obliged those who were keen on the completion of the Cathedral to forego any serious efforts to raise funds. In fact, the question was raised on several occasions whether it would not be better to sell the site and give the whole idea up. The Christchurch City Council was anxious to purchase it and so was the Provincial Council, and two or three times the Diocesan Synod very nearly accepted the offers that were made to it for the site, but always the motions in favour of sale were defeated by a small majority.

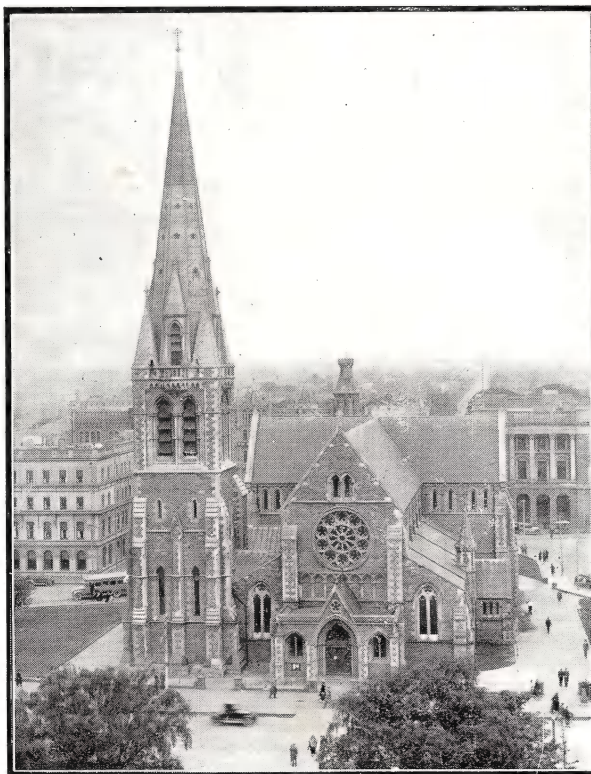
By September, 1873, the Synod found itself on sufficiently firm ground to go on with the building which had hung fire for so long, and tenders were invited for the construction of the nave and a chancel, which was to be but a temporary building. Mr Speechly, of course, had left Christchurch for some time, and Mr Benjamin W. Mountfort had taken over the position of superintending architect, making considerable alterations to various portions of the building which have generally been accepted as improvements. The builders of the Cathedral were very greatly indebted to the Rhodes family which made some most handsome donations towards the cathedral fund making it possible to proceed with the erection of the tower and the spire. The tower itself was the gift of Mr R. H. Rhodes, in memory

of his brother, Mr George Rhodes, and the children of the latter presented the spire. After 1873, the construction of the Cathedral went on apace and a Consecration Service was held on 1st November, 1881.

A month later, on 5th December, occurred the first of the three earthquakes which have done damage to the Cathedral. On this occasion the injury was but slight, but on 1st September, 1888, another earthquake took place which brought down the Cross on the apex of the spire and did considerable damage to portions of the masonry. It was then decided to alter the construction of the spire so as to make it more elastic and generally lighter and the alteration was completed on 6th August, 1891, Bishop Julius making an adventurous trip to the top of the structure in a slung basket to perform the ceremony of laying the coping stone. The third, and so far the last, earthquake to damage the long suffering spire occurred on 16th November, 1901, and this time it was found necessary to entirely reconstruct it. Masonry and brickwork was discarded and a framework of hardwood erected, covered with sheets of copper, which has, up to the present, survived numerous subsequent shakes of greater or lesser severity.

It should be mentioned that the Rhodes family has borne the expense of all these necessary alterations.

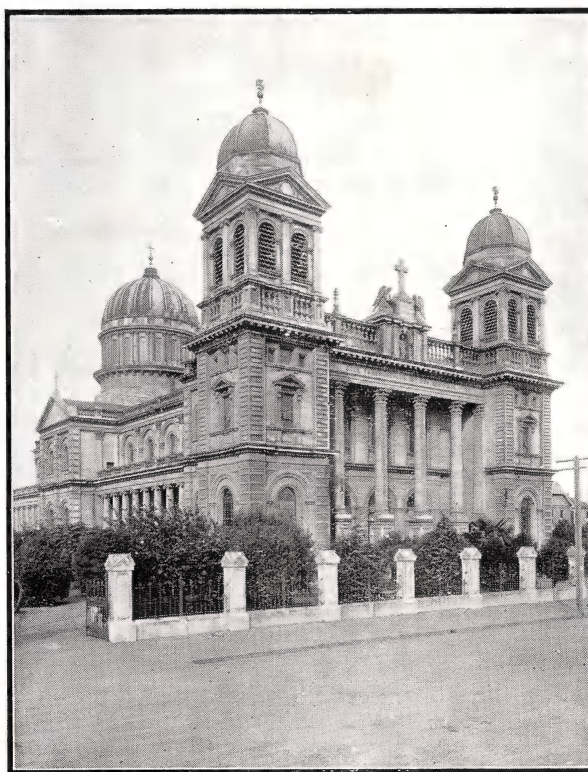
Between 1881 and 1894, the Cathedral remained stationary, so far as the main structure was concerned, but in the latter year the western porch was added, to be followed by another period of quietness until the jubilee year of Canterbury, 1900, when a resolute effort was made to collect enough funds to complete the building in its entirety. Before a year had elapsed, enough money had been given or promised to make the attempt possible and, on 8th December, 1901, a tender was accepted for the building of the Transepts. Those responsible for the campaign for raising money did not slacken their efforts, however, and so successful were they, that, early in 1902, it was found possible to not only build the Transepts, but to go on with the whole work of completion. A great work, commenced by the pioneers, was carried to a conclusion by their descendants and, on 1st November, 1904, the finally completed Cathedral was consecrated. The Cathedral Chapter is indebted to the Rhodes family for more than the tower and spire, for of the Cathedral's peal of ten bells, eight were given by Mr R. H. Rhodes and two by Mr E. W. P. Miles.



The Anglican Cathedral.

The Roman Catholic Cathedral, in Barbadoes Street, a monument to the memory of the late Bishop Grimes, is very much more modern in the date of its foundation than the Christchurch Cathedral, but it is a remarkably fine building, architecturally speaking. Canterbury, as a Church of England settlement, had but few adherents of the Catholic faith resident in its area in the early days—in 1851 there were but 136, all told—but as the years went on they increased in number, though they were churchless, so far as the city was concerned, until September, 1860, when the first church was built, at a cost of £75. The foundation stone of their second church was laid on Whit Sunday, 1864, the building being erected on the present site of the Cathedral, and termed the Pro-Cathedral in 1887, when the late Bishop Grimes took charge of the diocese. This church was moved into the Ferry Road and reopened in July, 1900, later to be turned into a school

building and used for this purpose until seven years or so ago when it was dismantled and the school buildings erected in brick and stone. The building fund for the proposed Cathedral was started about the middle of the 'nineties and grew with commendable rapidity, enabling a start to be made with the work of building the edifice in 1901. The plans for the Cathedral were prepared by Mr F. W. Petre, of Dunedin, the contractors for the work being Messrs. J. and W. Jamieson, of Christchurch. The foundation stone was laid on 10th February, 1901, by the most Reverend Dr Carr, Archbishop of Melbourne, and the building went on without interruption, the Cathedral being opened on 12th February, 1905. Since the opening, a new high altar and a very fine mosaic flooring have been added to the sanctuary and the memorial to the late Bishop Grimes has been placed in the Chapel of the Holy Souls.



The Roman Catholic Cathedral.

The chief churches in Christchurch belonging to the different denominations are as follow:—

Church of England: the Cathedral, St. Michael's (the first place of worship to be built in the city), St. John's, St. Luke's, Holy Trinity (Avonside), St. Mary's (Addington), St. Barnabas' (Fendalton), St. Mary's (Merivale), St. Mark's (Opawa), St. Paul's (Papanui), St. Matthew's (St. Albans), St. Saviour's (Sydenham), Church of the Good Shepherd (Phillipstown), St. Augustine (Cashmere), St. Stephen's (Shirley), St. Chad's (Linwood), and St. John's (Woolston).

Roman Catholic: the Cathedral, St. Mary's, Church of the Sacred Heart, St. Joseph's, and the church at Beckenham.

Presbyterian: St. Andrew's (the first Presbyterian church to be built in the city), St. Paul's,

Knox Church, St. David's (Sydenham), St. Peter's and several other smaller churches.

Methodist: Durham Street church, East Belt Church, Cambridge Terrace Church, Linwood, Woolson, St. Albans, Cashmere Hills, High Street, Sydenham, Addington, Edgeware Road and Papanui Churches.

Congregational: Trinity, Tennyson Street, and Linwood.

Baptist: Oxford Terrace, Colombo, Spreydon, Linwood, Opawa, and St. Albans.

There are also the Church of Christ at the corner of Moorhouse Avenue and Durham Street and the Salvation Army place of worship in Cambridge Terrace, near the Supreme Court and Victoria Street.

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No self-respecting neck could fail to respond to such treatment. The VAN HEUSEN collar is the collar that baffles the most experienced sawedged maker. ¶ Thanks to the curved weave, it is considerably better than having a millstone hanged round your neck; and that's a good deal more than you can say for most collars. Finally, VAN HEUSEN outlasts six ordinary collars, **hence you can wear one for a week.**

ELASTIC COLLARS *for* RUBBER NECKS.

VAN HEUSEN COLLARS

The Colleges and Schools of the City.

Christchurch is very well supplied with scholastic institutions of all kinds, from primary schools to the University, which is represented by Canterbury College, but, of course, in this it is no more remarkable than most of the other cities and towns in the Dominion, which are all well off in this respect.

CHRIST'S COLLEGE.

Pride of place must be given to Christ's College, as being the very first school to come into being in the Canterbury Settlement. A very important part of the old Canterbury Association's plan for the formation of its Church of England colony was the establishment of a college, to consist of an upper college for youths over the age of seventeen and a public school, on the lines of the great public schools of England with a course of instruction to resemble as nearly as possible that of Westminster, Eton, Winchester and Harrow, for boys between the ages of seven and seventeen. The first idea was that the college should be situated in Cathedral Square, close to the Cathedral, but Bishop Selwyn disapproved of this as he preferred that it should be rather more removed from the turmoil of the city. In May, 1849, the Rev. Henry Jacobs was selected by the Canterbury Association to take charge of its Collegiate Department and also to superintend its school, and, soon after his arrival in December, 1850, in the "Sir

George Seymour," he established both College and School in two rooms in the Immigration Barracks at Lyttelton. In April, 1852, the College was removed to Christchurch, occupying a small building opposite the site of St. Michael's Church. The College, as at present constituted, was founded by a deed, dated 21st May, 1855, when it was endowed with certain lands which had been conveyed to it by the Canterbury Association. The deed also provided that the Bishop, for the time being, of the diocese in which the college should be situated should be the Warden, *ex officio*. Under this provision, Bishop Selwyn became the first Warden, as Bishop of New Zealand, there being no diocese for Christchurch at that time. Provision was further made in the deed for a sub-Warden and ten Fellows. The Canterbury Provincial Council, on 28th June, 1855, passed an ordinance incorporating the college in terms of the Deed of Foundation, and, a few months later, authorised the Superintendent of the Province to convey a piece of land not exceeding ten acres, of the Government Domain, as a site for the institution. The present site of the College, which had been tentatively selected on 8th June, 1853, was approved, building funds were raised from various sources, the first schoolroom was opened on 28th November, 1857, and the following year, the scholars, then numbering about 50, moved into their new home.



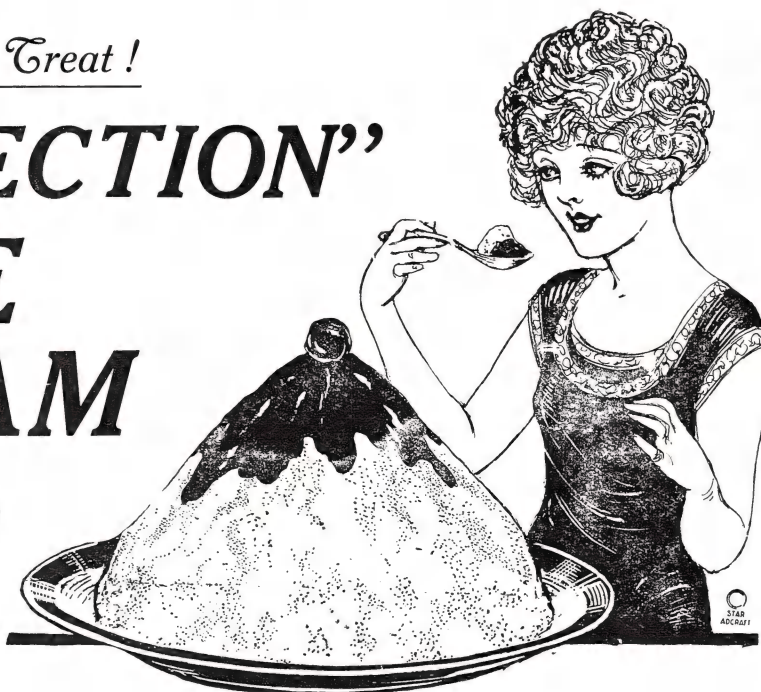
Christ's College, 1868.

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Since that time, of course, very many additions have been made to the College. The big school-room was built in 1863; the College chapel opened on 23rd October, 1867, to be enlarged in 1883; the new classrooms were built in 1885, as well as several boarding-houses at different periods; new laboratories were added in 1921, the Head Master's house was opened in 1909; the Hare Memorial Library, in 1916 and the War Memorial Hall, in 1925, the last three named buildings being provided from funds subscribed by the old boys of the college.

St. Margaret's College is a large secondary school for girls that was also established by the Church of England.

CANTERBURY COLLEGE.

Prior to the passing by the Provincial Council of the Canterbury College Ordinance on 16th June, 1873, there had been in existence a body called the Canterbury Collegiate Union, which had provided higher instruction in various branches of the classics, mathematics, modern languages and certain branches of science, but when Canterbury College was definitely established it took over the work that

had been carried on by the Union. The first block of the College buildings was designed by Mr B. W. Mountfort and built in 1876-77, and the College was opened in the latter year. Besides the usual curriculum of a university college, there is a very fine School of Engineering at Canterbury College which is attended by students from all over the Dominion. Since the first block of buildings was erected, the College has, of course, been very greatly enlarged, and the Gothic style of architecture has been adhered to with excellent general effect. In July, 1880, the Governors of Canterbury College opened the Agricultural College at Lincoln which was carried on under the direction of the Board of Governors until 1897, when a separate Board was established which has looked after the interests of the College to the present time.

THE GIRLS' HIGH SCHOOL.

The Christchurch Girls' High School was founded by the Canterbury Provincial Government in September, 1876, and a sum of £3,000 was granted for the erection of the first building, on a quarter acre section at the corner of Hereford Street and



St. Michael's Church in the early 'Sixties.

what is now called Rolleston Avenue. This original Girls' High School, which was opened on 17th September, 1877, with 90 pupils, is now occupied by the School of Art. In 1882, the school was moved to a larger area of ground facing Cranmer Square, where part of it still remains. In 1908, the west wing was added and, in 1913, the south wing. Six years later, an area of four acres, at Avonside, with a house, was bought and, in 1921, a hostel in the Papanui Road was acquired, together with about five acres of land. In 1926, two big classrooms had to be rented near to Cranmer Square to accommodate the ever increasing number of pupils and, in the following year, a new and substantial building was erected at Avonside, which, in 1928, was made into a separate main school. From 90 pupils the school has now grown to a total of approximately 667. It is interesting to learn that, from the very start of the school, a great deal of attention has been paid to the teaching of what may be termed domestic subjects of various kinds and it is claimed that the Christchurch Girls' High School was the first in the British Empire to introduce such subjects as cooking, dressmaking, etc., as part of the regular curriculum, these being started as early as 1886.

THE BOYS' HIGH SCHOOL.

The Christchurch Boys' High School was the next educational establishment to be commenced by the Board of Governors of Canterbury College, the school beginning its active work on 18th May, 1881. The original school buildings, consisting of five classrooms and three masters' rooms, were situated in Worcester Street, about 120 yards nearer Cathedral Square than Canterbury College. As the years went by, gymnasium, five courts and a swimming bath were added. The first science laboratory was equipped in 1892 and several minor extensions were made to the school. By the end of 1895, three new rooms had been built, and in 1913, two new science rooms were in use. When opened, the School roll stood at 83 and the increase was but gradual until 1918. After that date, however, the roll increased so rapidly that a new school at Straven Road Riccarton, had, of necessity, to be built. This splendid new school with a roll of about 600 was opened in 1926, and the old school was taken over by Canterbury College whose buildings, by this time, were actually in touch with it.

ST. ANDREW'S COLLEGE.

St. Andrews' College, though one of the newest of the city's secondary schools, has still an honour-



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Let "Poliflor" polish
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580 Ferry Road, CHRISTCHURCH.

able history behind it, for it is the direct descendant of the earliest educational establishment founded by the Presbyterians in Christchurch. This was the High School inaugurated by the directors of St. Andrews' Church in 1858, which started in a small building in the manse grounds, later to occupy the site on which now stands the West Chirstchurch District High School. This first Presbyterian school was handed over to the Government in 1873, a condition being that the ground was to be used for educational purposes for all time. St. Andrews' College itself was founded in 1916, the Rev. A. T. Thompson being the leading spirit of the plan. It started work in February, 1917, in the St. Andrews' church manse, with a roll of 19 pupils, history thus repeating itself. In 1918, the Board of Governors, under the chairmanship of Dr R. Erwin, having received a munificent bequest under the will of the late Mr Duncan Rutherford, acquired the extensive property of "Strowan", in the Papanui Road, and the college was removed to the new premises without delay. The first Principal was Mr S. R. Dickenson who was succeeded in 1920 by Mr A. K. Anderson the present Principal. The roll of the College has steadily increased in number and now totals 275, of whom 115 are boarders.

THE TECHNICAL COLLEGE.

No reference to education in Christchurch would be complete without a mention, however brief, of the splendid work being carried out at the Christchurch Technical College, which is the biggest institution of its kind in the Dominion, having a roll number of over 1,000 pupils, while the evening and other technical classes were attended last year by more than 2,300 students. Acting on a decision of the Industrial Association of Canterbury, on 7th January, 1901, delegates from local bodies, the Industrial Association, the Educational Institute and labour organisations, established a Technical Association, classes being started in the Victoria Hall in July, 1903. The Education Board took over the classes in September, 1904, and in October, 1905, it gave half an acre of land at the corner of Barba-

does Street and Moorhouse Avenue for a new school. The Government gave a grant of £5,650 for new buildings and the foundation stone was laid on 2nd November, 1906, by the Hon. George Fowlds. Mr J. H. Howell was appointed Director in January, 1906, and under his guidance the College developed in a wonderful manner. The Day-School or Technical High School for full-time pupils was opened in the new building in July, 1907, with a roll of 56, and the evening classes were transferred to it two months later. In 1908, the College took over the School of Domestic Instruction, and its Principal, Mrs E. Gard'ner, was appointed head of the home Science department at the College. Eleven acres of ground, since increased to 16, were purchased in Ensor's Road, and a Home Science Training Hostel was established there in January, 1912, with Mrs Gard'ner as its first Principal. Mr Howell resigned in 1919, after 13 strenuous years of successful work, and Dr D. E. Hansen was appointed to the position of Director. In 1924, a Boys' Hostel was established in connection with the school. The Board of Governors of the School has now decided that the roll number has reached the maximum for efficiency, and a site of 15½ acres has been purchased in Papanui for a second Technical College.

THE EDUCATION BOARD.

The Canterbury Education Board is the body which controls the largest number of schools in the city and it has jurisdiction over at least a score of large scholastic institutions, (this number not including the big Normal Training College), most of which are modern, so far as their buildings are concerned, and up-to-date in their equipment. Lastly, in point of position, are the numerous fine schools established and supported by the members of the Roman Catholic faith. These include primary and secondary schools for boys and girls, as well as mixed primary and secondary schools, conducted, in the main, by the Marist Brothers and the Sisters of the Missions. One of the newest of the secondary schools for boys is St. Bede's, a splendid institution, situated at Papanui in extensive grounds and which has a large roll call.

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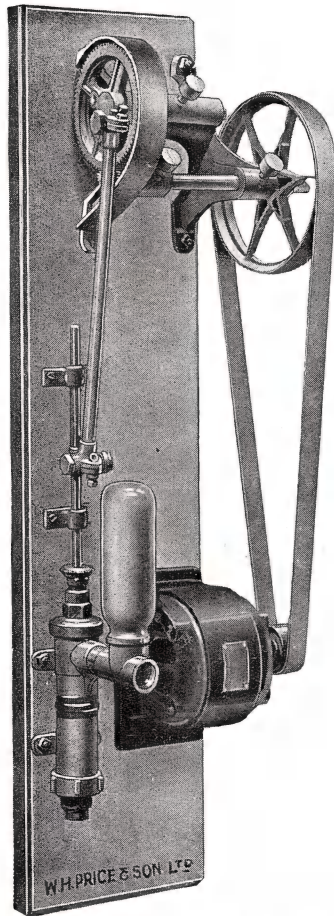
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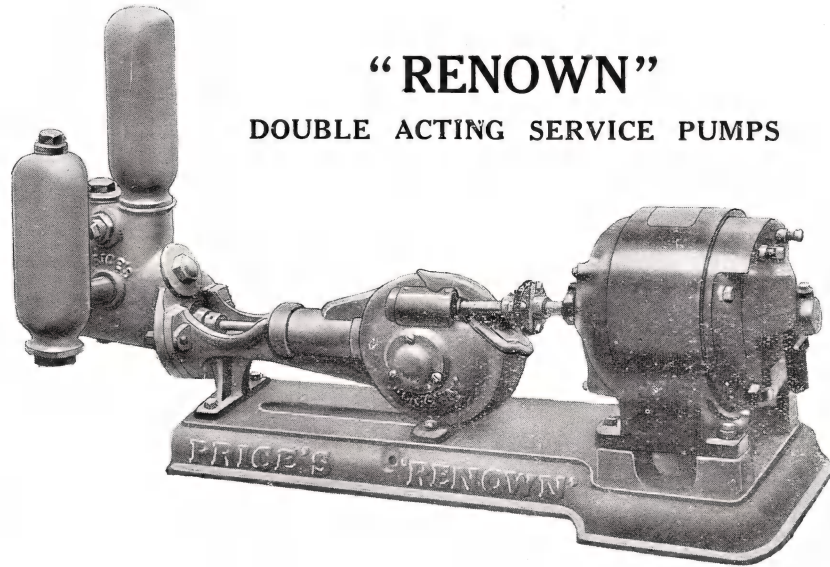
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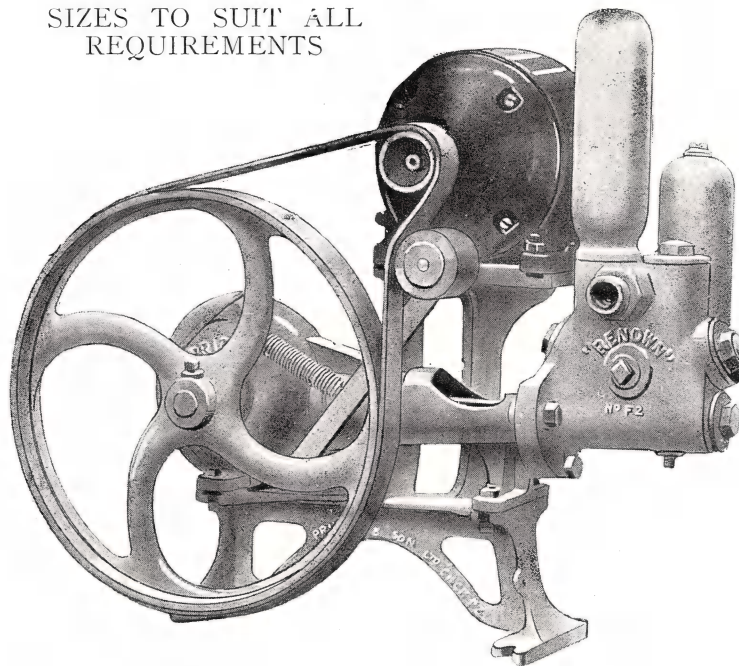
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The City's Secondary Industries.

The "Pilgrims" had not been in occupation of their city for many months before the first, what we now call "secondary," industries were established. Naturally, the beginnings were very small and humble, but then the whole community was a very small one, and everything had to have its commencement. It was such businesses as supplied the vital necessities of life that were the first in the field, as might have been expected, and all the luxuries and what may be termed the dispensable things, came gradually as the infant body of citizens began to feel its feet and to make, or save, money. It must not be supposed, however, that luxuries were unknown, for this was far from being the case. We have records of the possession of such bulky non-essentials as pianos by the pioneers, and these instruments can hardly be classed as absolute necessities for a pioneer settler, but for a good many years actual trade in luxuries was so very small as to be practically non-existent and the main efforts of the first

citizens were directed towards the importation or manufacture of such goods as the people had to have. Some of the first businesses to be established related to such trades as the distribution of foodstuffs, carpentering, blacksmithing, flour-milling, butchering, baking, the grocery trade and the like, followed, but at some distance, by businesses which had to do with the making, or mending, of clothes and boots, the importation of building materials, of agricultural implements and machinery—though there was very little machinery—and other matters of a similar kind. It is distinctly interesting to know that a few of these industries that were established in the very early days are still being run under the old original names, and, in one or two cases, by the descendants of the first founders. In those early days nearly all businesses were of the one man type and some time had to elapse before companies got to work, with their more impersonal government.

Breakfast Biscuits

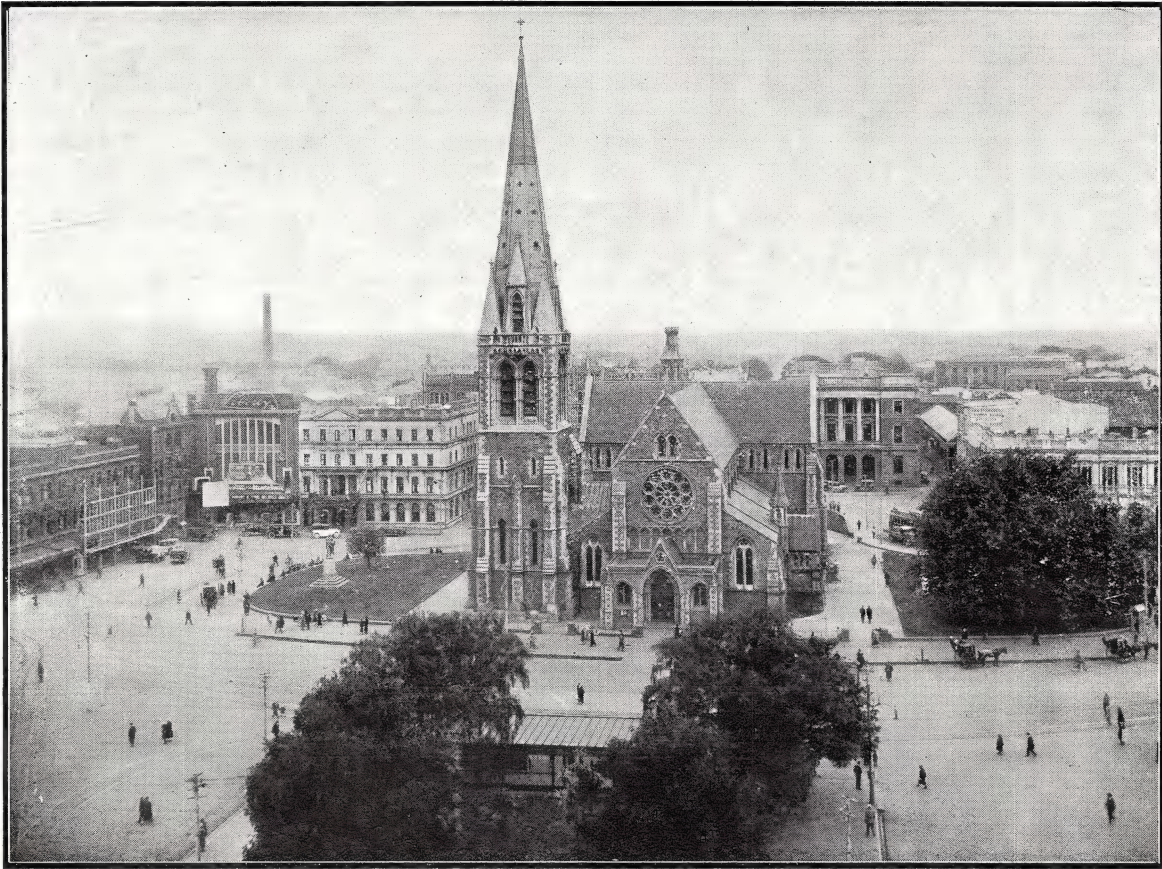
Manufactured by AULSEBROOK & Co.

The Breakfast Biscuit is a kind of unsweetened rusk very light, crisp and digestible.

Better than toast with butter, cheese and preserves.

Packed in 3½ lb. Tins and ½ lb. Packets.

AULSEBROOK'S



Cathedral Square

To trace the growth of the semi-secondary and secondary industries of the city from the earliest days to the present time is now almost impossible, because there are apparently no records remaining of the pioneer days upon which reliance can be placed. The statisticians did not begin their important work until the best part of quarter of a century had passed over Canterbury and the consequence is that definite details of our first years are not in existence. When records were kept with some degree of accuracy, they refer to the Province as a whole and not merely to the city so even they are not exactly what is wanted. However, for a good many years, the figures given for the Province may be taken as being practically equivalent to those for Christchurch, for there is little doubt that the main secondary industries were centred in the city itself, as is more or less the case even at the present day. The first year for which figures are available seems

to be 1867 and at this time there were 63 separate establishments in Canterbury. These factories, as they may be termed, employed 497 workers, used as motive power the equivalent of 353 h.p., and the total value of their land, buildings, plant and machinery was £108,116. The latest figures show that there are now approximately 700 factories in existence, employing about 14,000 workers. A total of two and three-quarter million pounds sterling is annually paid out in wages and the horse power used to drive the machinery equals about 37,000, of which electricity supplies about 18,000 h.p. The value of the land, buildings, plant and machinery is approximately £9,600,000. It was not until 1886 that a return was made showing the total value of the products manufactured, this figure being £1,434,108, and the value of manufactured products in the latest return is approximately £15,000,000, a very remarkable and satisfactory increase indeed,

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The Canterbury Frozen Meat Company

THE FARMER'S COMPANY.



Belfast, Works.

THE PIONEER FREEZING WORKS IN CANTERBURY

The Canterbury Frozen Meat Company of Cashel Street are the proprietors of the above Works which were the first in Canterbury. They were founded by that grand old pioneer of Canterbury, the late Mr. John Grigg of Longbeach, who formed and registered the Company in Christchurch, on March 15th, 1882.

The Works were opened in February, 1883, and the first shipment comprised 6198 carcasses by the S.S. "BRITISH KING" which left Lyttelton for London on April 8th just over forty-five years ago.

BACON



HAMS

Ask your Grocer for our Mild Cured Bacon and see that you get it.

Sugar cured in the old English style from Canterbury's grain fed pigs.

No preservatives used.

The retail businesses and office premises of Christchurch have shown, like its industries, very great improvement, especially during the past twenty years or so. So far as the first named are concerned, the main emporiums of the city are now of a size and quality that compares more than favourably with those of the other three large cities in the Dominion, and there are but few, comparatively speaking, of the old types of smaller shops still left standing, so constant has been the work of rebuilding on modern lines in the busier parts of the city. The larger retail establishments now almost deserve the description of "palatial." Every one, without exception, is fitted with enormous plate-glass windows with brilliant and ample lighting, behind which the goods that

are offered for sale are displayed in an attractive style that says a good deal for the skill of the expert window-dressers. Inside, modern fittings for the storage and display of goods is the invariable rule, and there can be no complaint made regarding the lighting, ventilation and general comfort and convenience of the premises both from the points of view of the public and the employees, who are looked after with a solicitude that was very rare indeed in the old days.

The office buildings of the city have shown an improvement quite as great as that of the shops and within the last ten or fifteen years a number of large and admirably designed premises for the busi-



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First-grade ever since it was first made, **VELVET** has to-day the advantage of 20 year's advance in the science of soap-making.

A better soap than ever—and a firmer favourite.

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Tried
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VELVET SOAP

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Guaranteed Pure — its Sterilised.



Christchurch from the Air.

ness man have been erected in the central area of the city. In these offices, the heating, ventilation and lighting, both natural and artificial, have been designed by experts and the lot of the office worker, from manager down to the office boy, is immeasurably better than it used to be.

The same remarks apply with full force to our modern factories. The day of the gloomy, pokey shed that used to do duty as a factory has definitely

passed, and now the workers carry out their tasks under improved conditions that adds greatly to their general efficiency. Our first scientifically designed factories were probably the freezing works, but the hint given in these buildings has been taken by the owners of factories of all other types, and, nowadays, no industrial building is erected without the most careful attention being paid to the health and comfort of the working men and women to be employed within it and to the special needs of the manufacture which is to be carried on within it.

The Brewing Industry celebrates its Jubilee.

Figuring among the most important industries in our fair City is that of Brewing of Ale and Stout. The principal manufacturers, New Zealand Breweries, Ltd., which has its head office for Canterbury in Christchurch, now consists of the old and favourably known Brewery businesses of Ward & Co., Ltd., Crown Brewery Co., Ltd., and S. Manning & Co., Ltd. These names are still household words and indicative of the highest quality where the British National Beverage is assimilated and appreciated. A word or two of the History of Brewing Companies in Christchurch is furnished by some of the executives of the old Companies who are now connected with New Zealand Breweries, Ltd. The business of S. Manning & Co. Ltd., was founded by the late Samuel Manning considerably over sixty years ago, and successfully carried on in a small but well equipped Brewery until the incorporation in 1882 of a limited liability Company, after which very rapid progress was made in accommodation and plant, to cope with the undiminishing demand of a public desirous of stabilising their health and pleasure with a glass of good beer. The fine buildings of this old Company, existing in historic Ferry Road, present some idea of the progress of the industry since the early days. The Crown Brewery, located in Antigua Street, and, in earlier years, known as Windmill Road, was established in the year 1877 by the late Louisson Bros., who, in addition to their business, took a prominent part in civic welfare. Photographs in the offices of the old Company illustrate its small beginnings also, and here again the quality of the product offered to the public for over 50 years has made its mark, as evidence the now splendidly equipped, up-to-date Crown

Brewery. Ward's Brewery, or now more correctly termed Ward's Branch of New Zealand Breweries, Ltd., is situated at the corner of Kilmore Street and Fitzgerald Avenue, and represents the Head Office of the Company in Canterbury. Established in a small way over 50 years ago on its present site, and overlooking our beautiful Avon, it has made equal progress with the Breweries already mentioned, due entirely to offering the finest product of pure malt, hops and sugar, and is another striking example of hygiene and up-to-dateness. For the sake of those connoisseurs who regard their glass of good beer as second only to their Bible, it may be safely written that they would travel far and wide before finer ales and stout could be procured than those produced under the strictest hygienic conditions and supervision of the Breweries conducted by New Zealand Breweries, Ltd. May it also be said in favour of good beer that it links all classes together, cheers hearts, inspires courage, liberality and loyalty. True Britishers love their British Beef, Bread and Beer. Is it any wonder, therefore, that our English City of Christchurch follows suit? We recollect once reading an article on Beer by a learned Professor of Canterbury College, that he loved the lovers, praised the praisers, and hated the haters of Beer.

Using each year many thousands of pounds worth of Barley and Hops grown in New Zealand, and contributing in no less generous measure to the revenue of the country, besides providing direct employment for upwards of 150 hands, we submit to our readers the importance and prestige of the local Brewing industry, fostered chiefly by New Zealand Breweries, Ltd.

Social Conditions in the City.

Christchurch is a sociably disposed city and its inhabitants have been, from the very earliest days, eager to take their share in promoting and supporting any festivity or organisation that looked like contributing to the general enjoyment.

Only five years had passed over the infant community when the first club was formed, this being the Christchurch Club, established in 1856, and still occupying the section of land secured in 1858, on which the new Club was built in 1862. This club is a residential one and it is largely supported by country members. The Canterbury Club, which comes next in point of antiquity, was founded in 1872. It is also a residential club and the majority of its members are townsmen. The Christchurch Workingmens' Club, which possesses large premises on Oxford Terrace, and the Richmond Workingmens' Club, are both powerful organisations with very large membership rolls. There are also to be added to the list of clubs, the Federal Club, the Womens' Club, the Officers' Club and a large number of clubs, some of them with big membership lists, such as the Commercial Travellers' Club, which have been formed to cater for the needs of special sections of the citizens.

The Christchurch Trades' Hall, now situated in Gloucester Street, is a gathering place for a very large number of the citizens of Christchurch, whether on pleasure or business bent. In the 'nineties the Trades and Labour Council used to meet in Ingis Buildings, but in 1906 the present building was opened, the site having been purchased by donations from the various unions. All indebtedness was cleared off by 1916, and in the following year a second storey was built on the rear portion of the premises, to be followed later by a second storey on the front part of the building facing Gloucester Street. The Workers' Educational Association occupies this newest part of the Trades Hall, where it has carried on its splendid work since 1917. The big social hall on the ground floor is a very useful feature of the building, and it is constantly in demand for meetings, concerts, lectures, dances and socials.

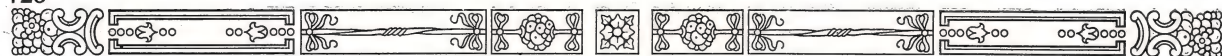
Music is one of the amenities of civilisation which has a large and enthusiastic following in Christchurch and not only are the visits of musicians of note very well patronised as a rule, but the numerous musical societies which are in existence, some of them formed in the early days of the settlement, have always received a whole-hearted measure of support from the citizens. As early as 1860 the Christchurch Harmonic Society was formed, to be after-

wards amalgamated with the Christchurch Orchestral Society under the name of the Christchurch Musical Union, and, later still, to alter its title to that of the Royal Christchurch Musical Society, which name it still bears. Besides this society there are others which do much to foster the love of good music, such as the Christchurch Liedertafel, the Orchestral Society, the Harmonic Society, the Male Voice Choir, the Ladies' Voice Choir and the St. Cecilia Choir and the names of such organisations as the Christchurch Competitions Society, the Music in Schools Society, and the Amateur Operatic Society, must not be forgotten when the subject of music is under consideration. The bands of the city do their full share in providing music, and the manner in which the City Council assists this excellent object has already been alluded to when the subject of municipal concerts was touched upon.

Christchurch has now a municipal concert hall of its own which will undoubtedly do much for the cause of music and other classes of entertainment in the city, but as the opening of this concert chamber is at this date a matter that is fresh in everyone's memory it is hardly necessary to more than merely refer to it here. The loss to the city eleven years ago by the burning of the fine organ which was housed in the Canterbury Hall was a severe one, for the recitals given by Dr Bradshaw upon it were undoubtedly greatly enjoyed by a very large number of the citizens, but before long it is expected that another instrument as good, or better, than the original one will be obtained, to be set up in the new Concert Chamber, and then, no doubt, the recitals will be continued.

So far as theatres are concerned the city is well supplied. The main one is the Theatre Royal, the successor of two or three previous theatres which had existed in the earlier days. It is an up-to-date building in every respect, but rumour has it that an even larger and more modern edifice is to be erected in the near future. Then there is the Opera House, reconstructed quite recently, which is the home of vaudeville, and several modern picture theatres, with another one promised before long.

Art, in most of its branches, is fostered by the Canterbury Society of Arts, which has its own gallery and holds an annual exhibition of pictures. The city has long needed a better gallery, however, and the generous offer made by Mr R. E. McDougall but a few weeks ago, of a twenty-five thousand pound art gallery should soon result in this reproach being a thing of the past. In speaking of art in Christchurch mention must be made of the School

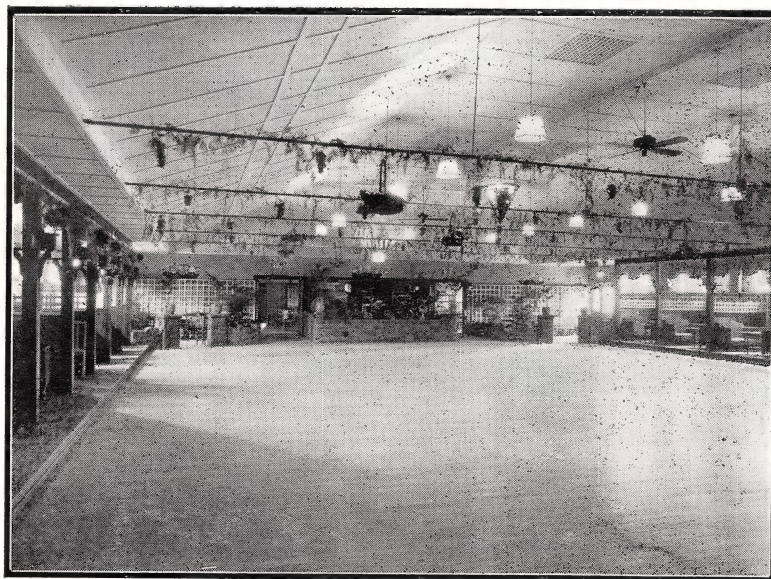
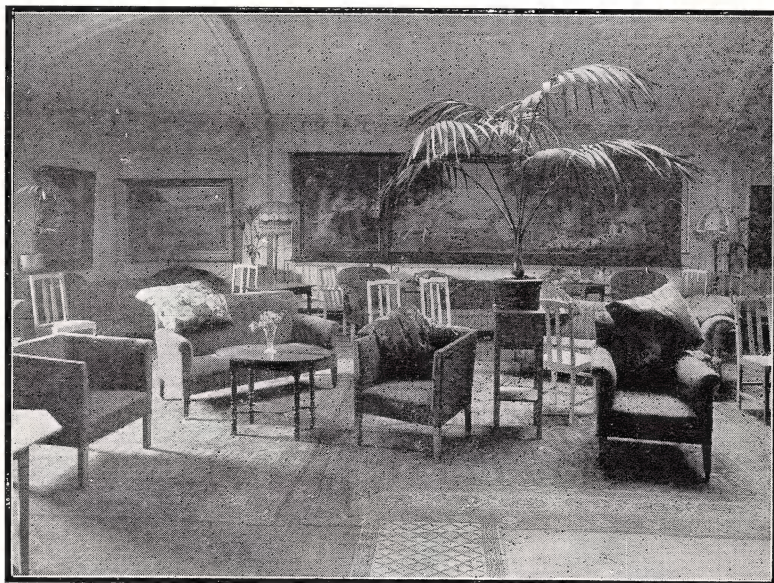


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of Art, which was founded by the Board of Governors of Canterbury College as long ago as 1882. For forty-five years the school has done much valuable work in training students and many now well-known artists have to thank the school for setting their feet upon the right path.

In closing these brief references to the city's social life a word should be said about the popular

"Carnival Week," which represents a week of gaiety, in November of each year, peculiar to Christchurch. At this time the city is filled with visitors from all over the Dominion and the main attractions include two splendid race meetings and the annual show of the Canterbury Agricultural and Pastoral Association, which are always patronised by many thousands of visitors.

Sports and Pastimes.

The citizens of Christchurch believe devoutly in the old saying that "All work and no play makes Jack a dull boy," and though they can work with vigour and concentration, they can also enjoy themselves with a whole-hearted enthusiasm which does one good to see. In this they are aided and abetted by a multitude of sports bodies, which not only lay themselves out to properly control the particular game or sport in which they are interested, but also make a point of arranging gatherings at which expert exponents of almost every game known to civilised man exhibit their skill for the delectation of the crowds that assemble to witness them.

Probably the sport that attracts the largest gatherings of the public during the year is racing, and both trotting and "the gallops" draw their hundreds of thousands of spectators to the numerous meetings which are held during the year. The Canterbury Jockey Club is the main organisation controlling the older form of racing in Christchurch, but round about the city are numerous other clubs which also hold meetings which draw very large attendances, Christchurch dwellers being prominent, of course, at all these gatherings. Altogether ten race meetings for galloping and hurdle-racing are held in or near the city during the twelve months, the racing lasting for 16 days. Trotting is equally popular, and three clubs in Christchurch look after this branch of the sport, holding eight meetings during the year and providing 17 days' racing in the aggregate, while a few trotting races are usually provided on the programmes of most of the country meetings also.

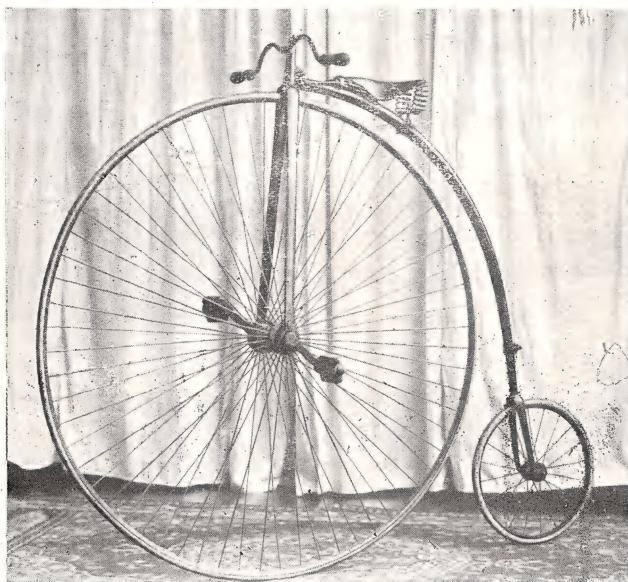
Racing is, as a matter of fact, one of the oldest sports to be established in the city, and not two years had passed over the infant metropolis before the first race meeting was held. This momentous event took place on Easter Monday, 1852, and the "course"—which was in a state of nature and very different from the elaborate tracks of modern times—was situated in north Hagley Park. A concourse of close

upon 200 persons watched the racing and the main event of the day was the Canterbury St. Leger, run in heats of two miles each, weight for age, for a stake of £10. The last event on the programme was the Cart Horse Race, owners up, which must have been well worth seeing! Trotting is naturally, of considerably later growth, but this importation from America very quickly gained popular approval and now it bids fair to rival, if not to outdo, its more ancient competitor.

As for the other sports—and their name is legion—one may say comprehensively that practically every game, with the possible exception of lacrosse and baseball, that is played by the English speaking peoples has its thousands of devotees in Christchurch, and on every afternoon, when the prior claims of hard work are not paramount, all the parks and playing grounds are thronged with men and women, young and not so young, filled, it is to be hoped, with the creditable spirit of emulation and fair play.

Rugby football, which may justly be called the national game of New Zealand, has a strong following in Christchurch, as have for that matter, the League and Association codes, and these games are played in the winter season on most, if not all, of the many parks in and around the city. Most of the big Rugby matches are decided on the Victory Park, perhaps better known as Lancaster Park, but the followers of the League code have their own very excellent playing ground at Monica Park, and the Association men gather at English Park, which is their own private property, though, of course, all codes patronise other playing grounds besides the ones named.

Cricket is another peculiarly British game that is highly popular in Christchurch and that has been played since the very earliest days of the settlement's history. Canterbury players have gained an honour-



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able place in the annals of New Zealand cricket, and probably, in no part of the Dominion has the game reached a higher state of perfection and skill, nor is there any province where it has keener or more enthusiastic supporters, and in view of this fact it is not surprising to learn that Christchurch has for many years been the headquarters of the New Zealand Cricket Council, which is the body that controls the game throughout the Dominion.

Tennis is a summer game that is exceedingly popular in Christchurch where there are scores of clubs, numbering thousands of members in the aggregate, and provided with up-to-date courts, both grass and asphalt, for playing the game upon. Many of the city's players are in the front rank of New Zealand's exponents of the game and one, at least, the late Captain Anthony Wilding, gained a world-wide reputation for his skill. His memory is now kept green by the establishment of Wilding Park, completed a year or so ago, which has the distinction of being by far the largest of the parks devoted to tennis in New Zealand.

The ancient game of bowls has a tremendous number of worshippers at its numerous shrines in and around Christchurch, and nowhere can this highly skillful but exasperating game be more keenly played. Clubs abound, and in practically every suburb there are several, the City Council doing its share towards assisting the game by permitting the formation of greens in nearly all the parks and playing spaces under its jurisdiction. This permission has been eagerly taken advantage of by players and in the summer season all the greens are crowded by enthusiastic exponents of the game who are manifestly having the time of their lives.

The royal and ancient game of golf is another pastime that has a very strong following. Several links are within a short distance of the centre of the city and the authorities again do their share in assisting by permitting the playing of golf in Hagley Park, a permission that is very largely taken advantage of, right throughout the year, for golf has a certain superiority over many other games in that it can be played in winter or summer, and pouring rain does not seem to make much difference to the genuine dyed-in-the-wool enthusiast.

Hockey has come to the fore in recent years and it now has a compact and active company of supporters who play it with gusto during the colder months on the city's parks and playing grounds.

Croquet is a milder form of amusement more suited to the gentler sex, but the skill necessary to play it with effect appeals nevertheless to many men, and the numerous lawns in the city are patronised to the full during the season.

Rowing is a sport that has been popular in Christchurch from the very early days and the several Rowing Clubs, whose members disport themselves upon the wider reaches of the Avon, are all in a prosperous condition that augers well for the future of this manly and healthy pastime.

The fascinating, and extremely useful on occasion, sport of swimming has many devotees in Christchurch and with the city's numerous swimming baths, and the splendid surf that rolls in from the broad Pacific but a short distance away, patrons of the water have all facilities at their disposal for indulging themselves all the year round.

Sports such as polo, hunting, yacht sailing and the running of motor boats are naturally more for the few than the many, but nevertheless they have a large number of patrons and, so far as the boating is concerned, there is great scope for it in Lyttelton's fine harbour and on the wide estuary of the Avon and Heathcote rivers off Sumner and Redcliffs.

Shooting and fishing also attract much attention from sportsmen. No longer can ducks and pukaki and pigs be shot in Cathedral Square as the pioneers tell us they did, but one does not have very far to go to get good sport with the small game, and for those with a little more time and money at their disposal than the ordinary man has, very excellent deer shooting may be obtained in the Canterbury mountain ranges comparatively handy to the city.

Cycling can be hardly classed as a sport for the average Christchurch dweller, although numerous interesting and exciting race meetings are held at the Stadium at English Park, because bicycles are nearly as common as boots in the Cathedral City, whose general levelness makes it particularly well adapted to a form of locomotion that is not very pleasant in or suitable to a hilly country.

Christchurch is, as may be imagined, a great centre for the motoring enthusiast, as the conditions are very nearly ideal for this form of amusement. There are many pretty and interesting drives adjacent to the city and, in the main, there is little to complain about regarding the condition of the roads. The interests of motorists generally are well looked after by the Canterbury Automobile Association, and the Pioneer Sports Club caters for the needs of motorcyclists. The Association's membership is very large indeed, totalling 4,450, which is claimed to make the largest body of its kind in the Dominion, and this membership indicates to some extent how popular motoring is in the Christchurch district. The Association has fine premises in Worcester Street, close to the Cathedral Square, and also branches at Ashburton, Greymouth, Hokitika, Westport and Reefton, whose secretaries are ever ready to give all information and assistance in their power to visitors.

A Vision of the Future.

And what of the future? The city of London has been in existence for about a thousand years and looks good for an indefinite period of time yet. Christchurch has been in being for a scant 78 years, but who will be bold enough to prophesy the date when it will cease to exist? It is at least probable that our city has some hundreds of years of life before it still, but there is no man living who can say what the conditions of life will be in A.D. 2428! One can, however, hazard a guess about A.D. 2028.

At the present time we know that New Zealand, as a country, depends almost wholly upon its primary industries for the production of the wealth that enables us to live and carry out the necessary work of the Dominion. As the years go on this state of affairs must gradually change. We are not yet using our land to the utmost limit of its productive powers but, in time, the limit will be reached; we have not yet in the Dominion a population approaching what the country will support, but before we can reach the forty or fifty million mark our secondary industries will have to be developed to an enormous extent. It is in connection with the development of these secondary industries that the future of Christchurch, and, in fact, the future of the whole country, lies. Our primary industries, even when developed to the full capacity of the land, can never support a population approaching that of Great Britain.

In many ways Christchurch is almost ideally situated as the centre of a great manufacturing district. So far as the city itself is concerned there is practically unlimited room for its expansion. All around it is flat country, easy to road and build upon, and with no natural features to make enlargement difficult. Its greatest present drawback is the range of hills which separates it from its obvious harbour, but this disadvantage is by no means an insuperable one, and, before 2028, it may well have been got over by the establishment of a Port of Christchurch on this side of the hills.

Then again there is the quite practicable plan for making a tunnel road to Lyttelton. A wide highway driven through the hills to the City's port would be a comparatively easy engineering feat and, if the money to pay for it was forthcoming, there is ap-

parently nothing to prevent its being started to-morrow. That it would be a tremendous boon to practically all the business folk of Christchurch goes without saying, for it would enable direct access to be obtained to the ships' side and would thereby save the very large sums of money which are now annually expended on the numerous handlings of goods which are necessary in our present circumstances. If the pioneers in the early 'sixties could carry out the work of constructing the Lyttelton railway tunnel, when the total population of the whole Province was only about 20,000, and the population of the city under 5,000, there should not be much real difficulty in carrying out a somewhat similar work now.

So far as secondary industries go the scope is illimitable. In our many swift river in Canterbury we have an almost inexhaustible source of power, and the production of electrical energy is at present only in its infancy. As regards raw materials for manufacture we do not yet know what we can produce. So far as meat, butter and cheese are concerned not much more can be done, apparently, in the way of preparing products for the market, than is done at present, but certainly as regards wool there seems to be no valid reason why every fibre of it could not be made up into goods of various descriptions before it was sent out of the country.

As the era of industrialism blossoms, so will the city increase in size. Even now there is a marked tendency for factories to be built in the outskirts, where the land is cheaper, and accompanying this will be the formation of suburbs around these industrial centres, for in the majority of cases the workers will prefer to live within easy distance of their labours. The hills, and other new districts, will become residential areas, and all these outlying suburbs will be connected by some form of swift and comfortable transport with the city itself. The business area itself will spread until many present residential districts are overwhelmed, and, accompanying this expansion, there will be, of course, a steady and continuous modernising of the streets and roads, transport, and the hundred and one facilities that go to make up an up-to-date and thoroughly efficient city.

Sixty years of progress—how brief the years and how truly marvellous, in comparison, the progress! To this fact visitors consistently bear testimony. Truly Nature has amply endowed us with well-nigh unique opportunities and resources, of which our renowned pioneers, and their not altogether unworthy descendants, have taken full advantage. Civic traditions can hardly be established within a lifetime; our young Dominion herself has

not yet had adequate scope to develop distinct national characteristics; yet have we behind and within us those English and British standards of stability and strength of purpose which, though under changed conditions of ampler freedom, and strange skies, yet remain, unshaken to endure.

“Coelum non animus mutant qui trans mare
“currunt.” (Horace-Ep. 1, XI. Rom. 27.)

City of circling plains and vista'd mountains:
Tree studded, river threaded;
Nourished with crystal wealth of cooling fountains,
And loam alluvial, richly bedded.
City of roaring wheels and silent power,
Drawn from high pendant lake and river—
Sample and symbol of our generous dower
From the Universal Giver.—(C.L.C.)



Issued under Authority of
The Christchurch City Council
and printed and published by
J. W. BATY LIMITED,
136 Worcester St., Christchurch.
1928.
